

# **FY 93 ANNUAL GROWTH POLICY**

**MONTGOMERY COUNTY, MARYLAND**

**STAFF DRAFT**

**Prepared by  
Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission**

**October 1991**

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760  
October 1991

## ABSTRACT

TITLE: FY 93 Annual Growth Policy Report

AUTHOR: The Maryland-National Capital Park and Planning  
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ABSTRACT: Montgomery County Council Bill No. 11-86 established the process by which the Council provides guidance for the management of growth. In accordance with this law, the Montgomery County Planning Department has prepared this staff draft of the FY 93 Annual Growth Policy (AGP); the Planning Board will prepare its final draft for transmission to the County Executive for revision before it is submitted by the Executive to the County Council. The report includes general policy guidelines and information for growth management of the Adequate Public Facilities Ordinance by the Montgomery County Planning Board.



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## **Chapter 1**

# **Overview Of The Annual Growth Policy**

## **I. OVERVIEW OF THE ANNUAL GROWTH POLICY**

### **1. BACKGROUND**

The Montgomery County Council adopted the Adequate Public Facilities Ordinance (APFO) in 1973 as part of the Montgomery County Subdivision Ordinance. The County uses the APFO to promote orderly growth by synchronizing development with the availability of public facilities needed to support that development. The Montgomery County Planning Board administers the Subdivision Ordinance and the APFO. In April of 1986, the County Council enacted legislation which established an Annual Growth Policy for the County. Since that time, the Council has used the AGP to direct the Planning Board's administration of the County's APFO. A copy of the Adequate Public Facilities Ordinance and the Annual Growth Policy legislation can be found in Appendices 3 and 4.

### **2. PURPOSE**

The Annual Growth Policy legislation states that "the annual growth policy...is intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the county." County officials use the AGP to match the timing of private development with the availability of public facilities. **The timing aspect of the AGP cannot be over-emphasized.** The AGP is designed to affect the staging of development, not the location, total amount, type, or mix of development. These latter issues are dealt with in master plans, sector plans, and the County's General Plan. The AGP has two components:

- \* Identifying the need for public facilities to support private development; and
- \* Constraining the amount of private subdivision approvals to those which can be accommodated by the existing and programmed public facilities that the County and other levels of government can produce in a given time frame.

The relative timing of development approval and provision of public facilities are what the APFO and the AGP are all about. The APFO mandates that the Planning Board not approve a preliminary plan of subdivision unless it finds that the public facilities in place or programmed in the local and state capital improvements programs will be adequate to serve the subdivision, along with all other approved development. The Annual Growth Policy tests the adequacy of four types of facilities:

- \* Transportation,
- \* Schools,
- \* Water and Sewerage Facilities, and
- \* Police, Fire and Health Services.

### 3. TRANSPORTATION FACILITIES

In general, preliminary plan applications must pass two different transportation tests before they can be approved by the Planning Board. The two tests are:

- \* Policy Area Transportation Review for all plans generating more than 5 trips, and
- \* Local Area Transportation Review for all plans generating 50 or more trips.

There are certain types and sizes of projects which are exempt from Policy Area Transportation Review as described in sections 7 and 8 of this chapter. In addition, developers have the opportunity to provide transportation improvements, ride-sharing programs, and traffic mitigation programs to solve their Policy and Local Area Transportation Review problems.

#### A. Policy Area Transportation Review

In 1982, the County began using Policy Area Transportation Review to evaluate the adequacy of transportation facilities. For this test, the County currently is divided into 22 policy areas and the Group I area (rural areas), as designated by the County Council. The policy area boundaries generally are based on physical features such as rivers, parks, and freeways, on the similarity of transportation characteristics, and on administrative boundaries, such as City/County or Sector Plan area boundaries.

The Policy Area Transportation Review test looks at both the upstream and downstream traffic impacts of existing development and approved but unbuilt new development (the development pipeline) to determine whether there is sufficient transportation capacity to accommodate more preliminary plan approvals in a policy area. The development pipeline includes previous preliminary plan approvals by the Montgomery County Planning Board; site plan, use permit, and record plat approvals by the cities of Gaithersburg, Poolesville, and Rockville; and building permits signed off by the Planning Department for public buildings and pre-1982 recorded lots.

Based on this policy area transportation review, the Council each year establishes jobs and housing staging ceilings for the 22 policy areas. The staging ceiling is defined as the maximum amount of development, in jobs and housing units, that can be accommodated by the existing and programmed transportation facilities serving the policy area, given an assigned level of roadway congestion. A programmed transportation facility is defined as those transportation projects for which 100 percent of the expenditures for construction are scheduled to occur within the first four years of the County or state program.

The amount of roadway congestion is measured by a transportation level of service standard assigned to the policy area. The Council assigns each policy area an acceptable average level

of service (LOS) standard, based on a policy that permits greater traffic congestion in areas in which greater transit availability provides an alternative mode of travel to the automobile. Thus, in areas where there is greater availability and accessibility of transit, greater traffic congestion is allowed, and in areas where the availability and accessibility of transit is lower, less traffic congestion is allowed. This provides for a relatively equivalent overall transportation level of service throughout the County. Currently, there are six LOS groups ranging from Group I, which has a marginal availability of transit services, (e.g., a rural area) to Group VI, which has an expanded transit system consisting of Metrorail and expanded bus service (e.g., Silver Spring CBD). Ceilings for Town Center and Metro Station Policy Areas are established based on a combination of comprehensive local area review and analysis of area-wide traffic congestion.

In a policy area where the amount of existing and approved development exceeds the staging ceiling set by the Council, the Planning Board may not approve any new preliminary subdivision plans, except under certain special circumstances described in sections 7 and 8 of this chapter. The level of roadway congestion in this situation, once all approved development is built, will exceed the standard set by the County Council for that policy area.

#### B. Local Area Transportation Review

Since the mid 1970's, the Planning Board has used the Local Area Transportation Review (LATR) test to determine if the proposed preliminary plan of subdivision will cause unacceptable local traffic congestion problems at nearby critical intersections. Local Area Transportation Review is required only for subdivisions which generate 50 or more peak hour automobile trips.

In administering the LATR, the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing and programmed roads, available and programmed mass transit, and improvements to be provided by the applicant. The applicant may make intersection improvements or provide trip reduction measures to offset their traffic impact, and thus gain preliminary plan approval. If the subdivision will affect an intersection or roadway for which congestion is already unacceptable, then the Planning Board may approve the subdivision only if it does not make the situation worse.

There are three level of service standards for LATR based on the same theory as is used in assigning policy area level of service standards. In other words, less traffic congestion is allowed in areas with lower transit availability and more traffic congestion is allowed in areas with greater transit availability. For Group I areas (the rural areas) anything worse than local level of service D is unacceptable for LATR. For Group II to Group V Areas, a peak hour level of service worse than the mid-point of LOS E is unacceptable. For Group VI, the Silver Spring

CBD, a peak hour local level of service of the maximum of LOS E/F is acceptable as long as the project does not create too long a queue at nearby signalized intersections.

The definition of eligible transportation projects for LATR is tighter than the definition of eligible projects for Policy Area Review. For LATR, the only programmed transportation projects to be considered available are those included in the most recent edition of the County Executive's "Approved Road Program." This document includes roads programmed in the current approved local and state capital improvements programs for which:

- \* The County Executive has determined that construction will begin within two years; and
- \* In the case of the County CIP, 100 percent of the expenditures for contracts have been appropriated.

#### **4. PUBLIC SCHOOL FACILITIES**

Since FY 89, the Council has tested public school capacity for the County's 21 high school clusters to determine if there is sufficient capacity to support additional preliminary plan approvals during that fiscal year. Each of the three grade levels - elementary, junior/intermediate/middle (JIM), and high school is assessed separately. The Council compares forecast enrollment in each high school cluster four years out to the capacity that is programmed in the fourth year of the CIP.

For APFO purposes, school capacity is considered adequate for a cluster if forecast enrollment does not exceed 110 percent of the Council funded program capacity. If sufficient capacity is not available in the immediate cluster, the Council looks to see if an adjacent cluster or clusters have sufficient capacity to cover the projected deficit in school capacity for APFO purposes. If these combined clusters do not have sufficient capacity, then schools are considered inadequate for APFO purposes and the Planning Board will be unable to approve a new preliminary plan in that cluster for the next fiscal year.

#### **5. WATER AND SEWERAGE FACILITIES**

The APFO and the AGP consider preliminary plans to be adequately served by water and sewerage facilities if they are located in an area in which water and sewer service is presently available, under construction, or designated by the Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan. Facilities are also considered adequate if the applicant either provides a community water and/or sewerage system, or meets County Health Department requirements for septic and/or well systems.

## **6. POLICE, FIRE, AND HEALTH SERVICES**

The Planning Board considers police, fire, and health services to be adequate unless agency review and public commentary indicates that a local area problem will be generated by a new subdivision. If such evidence exists, a Local Area Review must be undertaken to determine whether facility capacity at the end of the sixth year of the approved CIP is sufficient to accommodate the demand generated by the "most probable" forecast for the same year.

## **7. APPROVALS ABOVE AGP STAGING CEILINGS IN AREAS WITH NO REMAINING STAGING CEILING CAPACITY**

To balance the County's growth management policies (the APFO and the AGP) with other County policies and concerns and to protect the public interest, the Council has authorized the Planning Board to approve subdivisions in areas where there is no remaining staging ceiling capacity under certain special conditions. A summary of these conditions follows.

### **A. Places of Worship**

The Adequate Public Facilities Ordinance exempts places of worship and residences for staff, parish halls, and additions to schools associated with places of worship from all adequate public facilities tests including Policy Area Transportation Review and Local Area Transportation Review.

### **B. Small Scale Development - De minimis**

The Annual Growth Policy's De minimis rule allows the Planning Board to approve preliminary plans that will have minor traffic impacts, even if there is insufficient staging ceiling capacity for Policy Area Transportation Review. This exemption defines De minimis development as that which will generate fewer than 5 peak hour trips. Since this provision applies only to projects generating five or less trips, these projects are automatically exempt from Local Area Transportation Review. Some examples of De minimis developments are 4 single-family detached housing units or 2,250 square feet of office space.

### **C. Affordable Housing**

The Annual Growth Policy's special ceiling allocation for affordable housing allows the Planning Board to approve, under certain conditions, preliminary plans for affordable housing in a policy area with insufficient staging ceiling capacity for Policy Area Transportation Review. These affordable housing developments, however, must pass all other public facilities tests including Local Area Transportation Review.

The development must be certified by the Housing Opportunities Commission (HOC) as having met the definition of affordable housing, and the owner of the development must enter into an agreement with HOC to maintain the occupancy requirements for at



least 15 years. An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20 percent of the units are occupied by households at or below 50 percent of the area median income, adjusted for family size, or 40 percent of the units are occupied by households at or below 60 percent of the area median income, adjusted for family size.

For projects owned or controlled by HOC, the Planning Board may approve up to a total of 125 units in a policy area in a fiscal year. In privately owned affordable housing developments, the Planning Board may approve up to 300 units in a policy area in a fiscal year. In a policy area with both HOC owned and controlled developments and privately owned affordable housing developments, the Board may approve a total of 300 units in a fiscal year.

In policy areas that have been in a moratorium for new housing subdivisions more than four consecutive years and where more than 500 housing units have been approved under the affordable housing special ceiling allocation, this special ceiling allocation for affordable housing shall not be granted if the net remaining capacity is less than minus 2000, until transportation improvements are made to increase the net remaining capacity to an amount greater than minus 2000 housing units (i.e. to a condition where the pipeline minus the ceiling is less than 2000 units).

#### D. Health Care Facilities

The Annual Growth Policy's special ceiling allocation for health care facilities allows the Planning Board to approve a medical office building or medical or dental clinic, as permitted in the zoning ordinance, in policy areas with insufficient staging ceiling capacity for Policy Area Transportation Review. These health care facilities, however, must pass all other public facilities tests including Local Area Transportation Review.

This special allocation does not include home health care agencies. The exemption requires a finding that a need exists for the proposed facility. This can be satisfied by a State certificate of need or by a Planning Board determination that a need exists for the proposed facility within the policy area due to an insufficient number of practitioners or facilities providing similar medical services.

#### E. Previously Recorded Lots ("Loophole" Properties)

As discussed earlier, the AGP provides guidelines to implement the Adequate Public Facilities Ordinance (APFO), which is part of the County's subdivision regulations. Since previously recorded lots have already received subdivision approval, they have traditionally been exempt from new AGP requirements. In 1989, due to increasing concern that these "loophole" properties, lots recorded prior to 1982 or recorded in conformance with a

preliminary plan approved prior to 1982, had been approved under a less stringent APFO transportation test (or none at all), the Council passed Bill 25-89. This bill requires non-residential lots approved prior to 1982 to pass Local Area Transportation Review prior to building permit, but exempts them from Policy Area Transportation Review until July 2001, if they registered with the Planning Board before July 1, 1990. There are approximately 1,340 "loophole" properties covered by Bill 25-89. Previously recorded residential lots continue to be exempt from APFO controls.

## **8. STAGING CEILING FLEXIBILITY**

The Annual Growth Policy provides an option for applications which exceed the Policy Area staging ceiling to receive preliminary plan approval if the developer commits to fully mitigate the traffic impacts of the project. Currently, there are two types of staging ceiling flexibility for Policy Area Transportation Review:

- \* Full-cost developer participation; and
- \* Partial-cost developer participation.

Both types enable a preliminary plan to pass Policy Area Transportation Review, and also require the plan to pass all other public facilities tests including Local Area Transportation Review.

### **A. Full-Cost Developer Participation**

Full-cost developer participation allows the Planning Board to approve a preliminary plan in areas where there is insufficient staging ceiling capacity when the applicant agrees to pay for the construction of a public facility project such as a road, or to provide the full cost of a transit, para-transit, or ride-sharing program. The public facilities project has to add as much capacity to the transportation system as the proposed development will generate. If the developer, for a period of 10 years, provides a traffic mitigation program, the program must reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development.

### **B. Partial-Cost Developer Participation**

Partial-cost developer participation allows the Planning Board to approve a preliminary plan in areas where there is insufficient staging ceiling capacity when the applicant agrees to partially fund transportation facilities needed to serve that development. It is available only for certain types of development such as: 1) projects for the expansion or consolidation of employment facilities which have specific and defined employment needs, 2) planned development projects in the town sector, planned retirement community, MXPDP, and transit station development zones, 3) projects located in the R & D Village, or 4) projects located in the Germantown Town Center. Applicants for these projects must agree to condition preliminary plan approval on a staging schedule which links building permits to the execution of specific transportation construction contracts.

## **Chapter 2**

# **Growth Policy Interrelationships**

## II. GROWTH POLICY INTERRELATIONSHIPS

The Adequate Public Facilities Ordinance (APFO), with its staging mechanism, represents only one of many policies that the County has adopted over the years. In the Annual Growth Policy (AGP), elected and appointed officials have an opportunity to begin to balance the APFO staging policies with other adopted and stated County policies.

The Annual Growth Policy identifies geographic areas of the County where preliminary plan approvals can occur and areas where approvals will be constrained. In some cases, such constraints may interfere with other County policies. For example, a County policy to provide housing for low and moderate income families may be difficult to implement if there is no remaining housing staging ceiling capacity in many policy areas. Thus, the AGP allows affordable housing developments up to a total of 300 units per policy area to be approved in FY 93, despite any subdivision moratorium, unless certain extreme conditions exist.

The major source of overall development policy in the County is in the County General Plan, "On Wedges and Corridors." A process was started in FY 92 to refine the goals and objectives of this General Plan. That review is not expected to be acted on by Council until June 93. Other sources include master plans, functional plans, and specific policy statements expressed in the programs and budgets carried out by County departments, offices, and commissions.

The following paragraphs provide a summary of long-term policies for each of eight policy elements: land use, economic, housing, transportation, community facilities, natural resources, social, and fiscal policies. More information on most current policies of the County's executive agencies can be found in the County's adopted budget documents.

### 1. Land Use Policy

Land use policies affect the pattern and intensities of the uses of land for housing, business, industry, open space, public buildings and services, and education. General County land use policy includes the following:

- \* Use land efficiently to prevent land waste and to decrease the cost of providing public facilities and services.
- \* Achieve a balance in type and distribution of land uses that provides an environment and diversity of life styles that meets the needs and desires of County residents.
- \* Direct land use in a manner that protects both private property rights and the public interest.

## 2. Economic Policy

Economic policies are those policies that affect economic development and employment in the County. Economic policies in the Montgomery County General Plan (1970) include the following:

- \* Encourage the development of employment opportunities to provide for growth in economic opportunity, to expand our tax base, and to increase career opportunities within the County's borders.
- \* Ensure that employment areas are provided with adequate access to a variety of modes of transportation.
- \* Revitalize and encourage the development and redevelopment of the central business districts that offer retail, professional services, housing, and employment opportunities.

## 3. Housing Policy

Housing policies affect the development, preservation, improvement, and cost of housing in the County to meet the needs of all socio-economic sectors. Housing policies in the Montgomery County General Plan (1970) include the following:

- \* Provide land for, and encourage development of, a variety of residential types and densities which can accommodate households with different needs and incomes.
- \* Protect existing housing and provide for the development of new housing within reasonable distance of workplaces, recreation, shopping, community facilities, and mass transportation.
- \* Encourage the location of housing of various densities, types, and costs in proximity to most places of employment.
- \* Achieve a balanced relationship between residential growth and employment opportunities within the County.

## 4. Transportation Policy

Transportation policies deal with the location, extent, and cost of existing and proposed roads, transit routes, sidewalks, bicycle paths, and parking. General County transportation policies include the following:

- \* Coordinate the timing of private development with the provision of transportation facilities, sidewalks, and bicycle paths.

- \* Provide convenient, accessible, and reasonably-priced mass transit opportunities so that residents have alternative ways to travel to work, school, recreation, and social events.
- \* Provide an efficient system of transportation, including rapid transit.
- \* Provide a balanced circulation system which most efficiently serves the economic, social, and environmental structure of the area.
- \* Use transportation routes, facilities, and service to accommodate travel demand and to facilitate the orderly growth of urban areas within the context of the General Plan.
- \* Provide for a more coordinated rail, bus, pedestrian, and bicycle system that is capable of shaping desirable growth patterns, serving the present population and employment centers and providing for convenient ease of transfer between transit and other modes.
- \* Improve transportation efficiency so as to minimize costs to users and to reduce transportation as a cost element in the production of goods and services.
- \* Provide safe transportation systems.
- \* Encourage non-motorized transportation forms to support health and recreation objectives and to provide visual contrast to vehicular movement.

##### 5. Community Facilities Policy

Community facilities policies deal with such services as education, cultural and recreational opportunities, health care, and public safety. Community facilities policies include the following:

- \* Coordinate the timing of private development with the provision of adequate public facilities including schools, libraries, and fire and police protection.
- \* Make public investments in community facilities in the most efficient manner to ensure compact, orderly, urban development and maximum service.
- \* Protect the County's investment in public facilities by funding public services that efficiently use building capacities and by providing adequate funds for ongoing renovation and maintenance.

- \* Provide human service, recreational, and cultural facilities that are conveniently located and responsive to the diverse needs and preferences of County residents.
- \* Provide equal opportunity for quality public education in all parts of the County and increase higher educational opportunities, especially through programs that respond to the needs of our growing population of scientific and technical employers.

The County's community facilities policies are evident in the activities and programs of several County agencies, including Montgomery County Public Schools, the Department of Police, the Department of Fire and Rescue Services, the Department of Recreation, and the Department of Public Libraries. These community facilities policies include:

- \* Improve the academic achievement of all students.
- \* Improve students' abilities to exercise responsibility for independent learning, be responsible citizens, and become effective group members.
- \* Protect life and property, preserve peace and order, prevent and detect crime, enforce laws and ordinances, arrest violators, and promote safe and efficient use of public thoroughfares.
- \* Prevent fires, minimize the adverse effects of fire and natural man-made disasters, and ensure timely response of emergency medical services.
- \* Provide and maintain outstanding recreation facilities and services in the County.
- \* Offer the opportunity to participate in leisure activities to County residents of all ages and skill levels.
- \* Acquire, organize, provide access, and offer guidance to a wide variety of information, materials, and services which help to fulfill the intellectual, educational, social, cultural, community, information, and recreation needs of all people in the County.

#### 6. Natural Resources Policy

Natural resources policies provide for the conservation, protection, development, and use of natural resources, including air, water, forests, soils, rivers, streams, lakes, wildlife, energy, and minerals. General policies include the following:

- \* Provide an aesthetic and healthful environment for present and future generations.

- \* Preserve and protect the County's open space and parklands.
- \* Coordinate the timing of private development with the provision of sewerage and water service and other needed utilities.
- \* Ensure that agriculture in the County becomes or continues as a viable land use.
- \* Protect the natural environment from the consequences of growth by regulating activities which might damage soils, streams, water supply, air quality, plants, and wildlife, and by preserving agricultural and open space.
- \* Further energy efficiency and promote cost-effective energy use throughout all segments of the community while maintaining efforts to meet environmental goals and guidelines.

## 7. Social Policy

Social policies are those which affect health and welfare activities. Other related activities, such as educational, cultural, recreational, and public safety, are addressed under the community facilities section.

The social policies of the County are not included in the General Plan, but can be found in various other documents produced by state and local agencies. These include the State Health Plan, the Health Systems and Annual Implementation Plan, the Annual Area Plan on Aging, the Action Plan for the Mentally Retarded/Developmentally Disabled, and the Action Plan for the Chronically Mentally Ill.

The County's social policies are evident in the activities and programs of several County agencies, including the Department of Health, the Department of Social Services, the Department of Family Resources, the Office of Human Relations, the Department of Addiction, Victim, and Mental Health Services, as well as other agencies and organizations such as the Community Action Board, the Commission on Children and Youth, the Commission on Handicapped Individuals, the Mental Health Advisory Committee, the Drug Abuse Advisory Council, the Alcoholism Advisory Council, and the Advisory Board on Victims and their Families.

## 8. Fiscal Policy

Fiscal policies affect the ability of the County to provide necessary facilities and services in a timely manner. The fiscal policy of the County as summarized from budget documents includes the following:

- \* Balance the budget annually, including some amount of budgeted surplus each year.



- \* Take no fiscal action that would be detrimental to the high credit ratings which the County now enjoys in national bond markets.
- \* Increase the use of current revenues to finance capital projects, if necessary, to avoid excessive bond ratios.
- \* Use revenue bonds to finance capital for self-sustaining governmental operations.
- \* Charge user fees for public services where feasible.
- \* Fund in a fully appropriate way all the facilities, programs, and services which the County has made a commitment to provide.
- \* Control costs through prudent management.
- \* Decrease dependence on the property tax by implementing minor taxes and other revenue sources and reducing tax rates.
- \* Keep the increase in the average tax bill below the rate of inflation.
- \* Build the assessable tax base through balanced growth in private sector employment and housing development.

## **Chapter 3**

# **FY 93 Annual Growth Policy Issues**

### **III. FY93 ANNUAL GROWTH POLICY ISSUES**

The County Council, in adopting the FY 92 Annual Growth Policy (AGP), asked the Planning Board and the Executive to address five issues for the FY 93 AGP. This section discusses the status of this work to date on the following items:

- (1) follow-up for Wheaton CBD Policy Area;
- (2) follow-up for Germantown Town Center Policy Area;
- (3) preparation for North Bethesda Metrorail Station Policy Areas;
- (4) traffic mitigation;
- (5) special ceiling allocation for affordable housing; and
- (6) other issues identified by planning staff.

#### **1. Wheaton CBD Policy Area Staging Ceilings Status**

In the FY92 AGP, the County Council asked the County Executive to take the lead in the development of appropriate institutional, legal, and funding mechanisms necessary to implement transportation facilities and programs for the Wheaton CBD. It is anticipated that this material will be made available prior to the Planning Board work sessions on the AGP in early November so that it will be ready for inclusion into the Planning Board's final draft of the FY93 AGP to be available in December of 1991.

#### **2. Germantown Town Center Policy Area Status**

The FY92 Annual Growth Policy (AGP) included a Germantown Town Center Policy Area. However, the staging ceiling capacity for this new policy area was set at zero for both jobs and housing in the FY92 AGP, pending further review. The Montgomery County Council asked that the Planning Board take the lead, with the aid of the Executive, to identify ways to increase staging ceiling capacity in the Germantown Town Center.

This work will include consideration of possible changes to the Annual Growth Policy to increase staging ceiling capacity by adjusting the policy area level of service standard. Consideration will also be given to the results of making transit improvements or programming additional transportation improvements that directly provide additional staging ceiling capacity or would significantly modify the level of transit service and use in the Germantown Town Center.

As a part of this work, Planning staff will make a comprehensive yet detailed Local Area Transportation Review (LATR) analysis to determine if the existing LATR standards would permit development in the Germantown Town Center. If another LATR standard is appropriate, then this LATR standard will be proposed. Improvements necessary to change the level of service

standard and to provide additional staging ceiling capacity are being explored by staff of the Planning Board and County Executive, working together to define necessary institutional, legal, and funding mechanisms. This work is being coordinated with the staff of the County Executive as part of identifying appropriate mechanisms for Development Districts, which may benefit the Germantown Town Center Policy Area. That work is attempting to take into account the effort that has been evolving for several years to develop a major new "road club" for the Germantown West Policy Area.

Further review by the Planning Board and County Council of the specifics of the master plan refinement for the Germantown Town Center has been delayed pending sufficient progress on the staging ceiling analysis. The County Council had established an advisory committee to focus on the Germantown Town Center. The committee has been continuing to meet through the past summer and into the fall. Planning Department staff have been participating in those meetings and are scheduled to present a basic analysis approach at a future meeting of the committee.

Planning Department staff have put a high priority on this work. Work is in progress so as to produce a staff recommendation by January, 1992, as requested by the County Council. The Transportation Planning staff plan to use the TRAVEL 2 model to analyze possible transportation improvements that would support additional development in the Germantown Town Center. We are refining the transportation network in Germantown West and the Town Center by adding roads not previously included so that travel patterns from the land-use data can be reflected more realistically. To improve the trip characteristics, it is planned to use the local trip-rate information we now use in LATR analysis rather than traffic projections produced by the TRAVEL 2 model. The output of the analysis will be projected turning movement volumes, average level of service and mode shares. Specific LATR procedures will be developed and revised standards considered in order to identify intersection, transit, bikeway, and sidewalk improvements necessary to satisfy LATR.

### **3. Proposed North Bethesda Metrorail Station Policy Area Status**

In the FY92 AGP, the County Council indicated that they would consider creating Metrorail Station policy areas for the North Bethesda Metro Stations in a future AGP. It is anticipated that the analysis work required to establish staging ceiling capacity, local area transportation review (LATR) requirements, and funding of necessary transportation improvements will be performed in fiscal year 1992.

This analysis would then be presented for review and, after Planning Board recommendation, forwarded for consideration by the Council along with their review of the North Bethesda Master Plan. It expected that the process developed for the Germantown Town Center would also be used for the North Bethesda Policy Area and the Metro Station areas in North Bethesda.

#### 4. Traffic Mitigation Program Status

In response to the County Council's request to review traffic mitigation programs, Planning Board staff has formed a Traffic Mitigation Issues Group. This Group is composed of civic leaders, developers, transportation planning professionals, and attorneys. They met for the first time in October, 1990 and will likely complete their reviews in Fall 1991.

In the near term, some of the products of this effort will include: (1) a status report on the privately-sponsored traffic mitigation programs that are currently in operation, (2) a summary of the various issues and comments provided at Traffic Mitigation Issues Group meetings, (3) proposed traffic mitigation guidelines to be considered for adoption by the Planning Board, (4) recommendations, if needed, to be considered and enacted by the County Council, (5) proposed standardized texts for traffic mitigation conditions of approval and written agreements to be considered and adopted by the Planning Board, and (6) an updated chronological listing of all traffic mitigation programs approved by the Planning Board. Much of this material should be completed during Fall 1991.

Products that will take somewhat longer to complete include: (1) an informational manual that serves as a resource to developers, general public, and public officials for implementing traffic mitigation programs and (2) detailed descriptions and track records of each traffic mitigation program approved by the Planning Board.

In the adopted FY 92 AGP, the County Council asked the Group to review Planning Department staff proposals for the type of traffic mitigation agreements that would be appropriate for health care facilities under the special ceiling allocation for such facilities. The Group has already reviewed that issue and staff is preparing a revised recommendation for mitigating trips at such facilities.

The Group has also discussed the specific issue of traffic mitigation programs in Eastern Montgomery County. There are quite a few programs, most of them very successful, in that part of the County. Several programs will expire in three to four years because the developers' obligations to operate them will end at that time. This is causing some concern because the benefits of substantial trip reductions will be lost when these programs expire. The Group has examined possible ways for the private and public sectors to continue such programs. The Group has also debated the appropriateness of increasing the staging ceiling due to some of the traffic mitigation programs when it is known that continuation of the programs is not a certainty. Planning Department staff intend to present a summary to the Planning Board. We have recently received summary material on park-and-ride-lot utilization from the Montgomery County Department of Transportation that should help in preparing our recommendations.

## 5. Special Ceiling Allocation for Affordable Housing

In its adoption of the FY 92 AGP, the Council identified two issues related to the Special Ceiling Allocation for Affordable Housing that required further review. The first of these was to determine if a broader local area review that includes non-transportation public facilities would be desirable for affordable housing projects. This issue was subsequently discussed at the Planning Board's Quarterly Report meeting in July. Due to the reduced effort proposed for the FY 93 AGP as a result of the General Plan Refinement and because this issue would have implications for all plans and not just affordable housing projects, the Council agreed that this issue should not be considered in the FY 93 AGP. Planning Department staff indicated that, as an alternative, the Planning Department would attempt to emphasize facilities needed to serve affordable housing projects as part of its CIP review.

This review has been completed. In the past, the Planning Department and Planning Board did not formally comment on the proposed CIP until it had been finalized by the Executive and forwarded to the Council. This year, in an effort to provide more timely input, the Planning Department submitted comments to Executive Departments in August regarding facilities which it believes should be a top priority in the FY 93-98 CIP. Included in this effort was a special focus on facilities that would serve affordable housing projects. Two potential new CIP projects were identified and four CIP projects were singled out for special efforts to keep on schedule or accelerate. These projects are:

- o Fairland Recreational Park
- o Briggs Chaney Road Realignment East
- o Briggs Chaney Road Widening
- o Robey Road
- o New sidewalks to serve Affordable Housing Sites (new project)
- o Old Columbia Pike Reconstruction (new project)

The second affordable housing issue identified by the Council in the FY 92 AGP concerns the appropriate standard for counting staging ceiling capacity which would allow a resumption of the special ceiling allocation in a policy area in which it has been limited due to the size and duration of the deficit in remaining capacity. As adopted, affordable housing approvals can resume only when the deficit has been made less negative than -2,000 units due to a programmed transportation improvement that is either under construction or funded for construction in the current fiscal year. The issue is whether this tougher standard for counting transportation capacity is appropriate.

For administrative consistency and increased legal defensibility, the Planning Department would prefer that the normal four-year funding criteria or inclusion in the approved road program be used as the standard. However, given the Council's policy direction to ensure that the facilities are under construction before development occurs, the adopted standard should

be workable and defensible. Changes in the pipeline should not be the basis for resuming the special allocation because they are usually minor and can occur frequently. Traffic mitigation agreements and developer participation projects should also not be used since they typically only provide capacity for the subdivision under consideration. In conclusion, the Planning Department does not recommend any changes to the currently adopted language.

## **6. Other AGP Issues**

In working on the FY 93 AGP, the Planning Department has identified the following three additional issues:

### **A. Possible Administrative Changes**

The Planning Department is currently administering a contract that is investigating the potential for administrative changes in the Annual Growth Policy process. Council action on less than a yearly basis is one possibility being examined. This contract is scheduled for completion by October 31, 1991. A summary of the consultant's report and possibly new Planning Board recommendations will be included in the Planning Board's final draft AGP.

### **B. Relationship Between AGP and Proposed Development Districts**

Planning staff, OPP staff, and Council staff have met a number of times in an attempt to define how proposals for development districts could be incorporated into the AGP process. Balancing the desire of the development community for greater security with the need to ensure that public facilities will be adequate to serve future growth is a significant challenge. Recommendations on how to proceed should be available prior to the Council's hearing on the FY 93 AGP. If a development district is to be established prior to Council adoption of the FY 93 AGP, an amendment to the FY 92 AGP will probably be necessary.

### **C. Size and Age of Pipeline**

This issue was initially raised by the Executive in his recommended FY 92 AGP. There is some feeling that the pipeline of approved development is too large and includes projects that are not likely to proceed, thus artificially constraining new approvals of projects that could move ahead. OPP and Planning Department staff performed a pipeline analysis last Spring and concluded that the size and age of the pipeline did not appear to be a problem.

The pipeline currently includes approximately 119,000 jobs and 33,000 housing units. The number of housing units is not large, especially if the economy returns to normal. The number of jobs is obviously more than can be absorbed in the near term, but the pipeline analysis indicated that most of the projects that had been in the pipeline for more than 36 months were active.

(Projects less than 36 months old were not considered because of the time lag between approval and start of construction.) Only 13 projects, totaling 5,500 jobs, had been in the pipeline more than 36 months without seeing any activity. Of this total, 5,400 jobs were associated with just 4 projects.

In conclusion, it appears that the pipeline is active and there is no need to change current procedures. If the economic downturn continues for longer than expected and more recent approvals do not move toward construction, a re-evaluation may be necessary.



## **Chapter 4**

# **FY 93 Staging Ceiling Recommendations**

#### IV. FY 93 STAGING CEILING RECOMMENDATIONS

##### 1. TRANSPORTATION STAGING CEILINGS

###### A. Current FY 92 Transportation Staging Ceilings

The FY 92 adopted ceilings provide positive net remaining capacity in twelve policy areas for housing and nine policy areas for jobs. As of September 26, 1991, there is remaining staging ceiling capacity for 15,844 housing units and 18,923 jobs. Nine policy areas have negative net remaining capacity for housing and 12 have a negative net remaining capacity for jobs. Germantown Town Center has zero net remaining capacity for jobs and housing.

Since the Council adopted the FY 92 AGP, no new policy areas have entered a jobs/housing subdivision moratorium. The following lists policy areas in a subdivision moratorium under FY 92 staging ceilings. As of September 26, 1991,

Policy Areas  
More Congested than their Standard  
Under the FY 92 Ceilings  
(Pipeline as of September 26, 1991)

###### No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
Germantown Town Center  
Germantown West  
Montgomery Village/Airpark  
North Potomac  
Olney  
R&D Village

###### No Approvals for Jobs

Cloverly  
Derwood/Needwood/Washington  
Grove/Shady Grove  
Fairland/White Oak  
Gaithersburg City  
Germantown East  
Germantown Town Center  
Germantown West  
Montgomery Village/Airpark  
North Bethesda  
North Potomac  
Olney  
R&D Village  
Rockville City

###### B. Recommended FY 93 Transportation Staging Ceilings

Approach Taken in Past Years. In many past years, the Planning Board presented two staging ceiling scenarios in the final draft AGP.

The first was the Anticipated Ceiling Scenario, which counted transportation projects which had 100 percent of their construction expenditures programmed within the first five years of the currently approved CIP or CTP. This assumed all transportation projects in the capital programs would stay on their approved schedule. It would move the fifth year of the current fiscal year's CIP and CTP into the anticipated fourth year of the new fiscal year's programs.

The second scenario was based on transportation projects which had 100 percent of their construction expenditures programmed within the first six years of the currently approved CIP or CTP. This assumed that transportation projects would be completed at a faster pace than scheduled in the approved CIP. It would move forward both the fifth and sixth years of the current fiscal year's capital program into the anticipated fourth year of the new fiscal year's program.

In FY 92, because of the policy area restructuring and anticipated fiscal limitations on construction of transportation improvements, the Planning Board looked at four staging ceiling scenarios. These all assumed the advancement of the fifth year of the CIP and CTP into the anticipated fourth year (anticipated ceiling). Because of the fiscal situation and the lack of additional transportation projects available in the CIP's sixth year, FY 92 AGP scenarios did not include a high ceiling scenario. The variation in scenarios and possible ceilings related to restructuring of policy areas and changes in level of service groups.

Approach Taken for FY 93 AGP. In FY 93, fiscal and work program limitations continue to limit the utility of examining a high ceiling scenario. In the Quarterly Report of the Planning Board to the County Council in June 1991 it was agreed that the FY 93 AGP would be scaled back, with the production of a single set of recommended staging ceilings, based on the anticipated fifth year of the adopted County CIP and anticipated CTP.

It was agreed that major changes to the AGP would not be considered for the FY 93 AGP. This is consistent with the General Plan Refinement, since a study of growth management tools and techniques is anticipated after the refinement process is completed.

Recommended FY 93 Staging Ceilings. The recommended staging ceilings for FY 93 have been developed within a framework comparable to the adopted FY 92 AGP. The key differences are the inclusion of several road projects that are anticipated to be fully funded within the FY 93-96 period which were not anticipated to be 100% funded in the FY 92-95 CIP and CTP, and the use of updated base and pipeline land use data.

A secondary difference is the use of a refined transportation model to support planning staff analysis of the FY 93 AGP. This refined model, TRAVEL 2, simulates the PM peak hour traffic conditions, rather than AM, better accounts for intersection congestion and capacity, and has been calibrated on more current and more extensive observed travel behavior and traffic data. The FY 92 AGP analysis was supported by TRAVEL 1.1, a refined version of the TRAVEL 1.0 AM peak hour traffic model developed by the Planning Department in 1987 and first used with the FY 89 AGP.

a. Transportation Network

The recommended ceilings are based on transportation projects which have 100 percent of their construction expenditures programmed within the first five years of the approved FY 92-97 CIP, the FY 91-96 CTP, and the Rockville CIP. This scenario assumes all transportation projects in the CIPs and CTP stay on their approved schedule. It just moves the fifth year of the current year's capital programs into the anticipated fourth year of the new fiscal year's programs.

The following roadway construction projects increase the anticipated FY 93 staging ceilings above those adopted in FY 92:

\* Shady Grove Road from Corporate Boulevard to Choke Cherry Road

This project would provide a better balance in the number of travel lanes on Shady Grove Road at its interchange with I-270. The improvement would reduce delay on Shady Grove Road and on nearby roads and adds somewhat to traffic capacity, particularly in the direction of commuting to jobs in the R&D Village from housing east of I-270 in the area of Derwood and Montgomery Village. The road is designated as part of a Capital Improvement Project of road improvements to serve the Life Sciences Center in the R&D Village.

\* I-270 Southbound from Y-Split to Old Georgetown Road

This road widening is designed to partially remove a bottleneck situation for commuters traveling to jobs in the morning in the North Bethesda Policy Area, particularly Rock Spring Park. By improving travel times on I-270, some traffic diverts from other roads, particularly Falls Road, Old Georgetown Road, and Rockville Pike. This project, currently in operation, is the first part of the anticipated widening of I-270 and the Spur from the Y-Split to the Beltway to 3 lanes in each direction.

\* Widening of I-495 between New Hampshire Avenue and Rt.1.

This improvement is intended to improve the operations of I-495 near its junction with I-95. Improving travel times on that road will reduce somewhat traffic on other east-west roads, including University Boulevard. Reducing traffic on east-west roads also improves operation on North-South arterials as critical intersections become less congested. The project may induce some additional traffic on I-495 before New Hampshire Avenue on the inner loop and after New Hampshire Avenue on the outer loop.

b. Policy Area Structure

The recommended ceilings are based on the same 22 policy areas that were adopted by the County Council as part of the FY 92 AGP. Proposed new Metro station policy areas in North Bethesda and Derwood/Needwood/Washington Grove/Shady Grove are currently under study by Planning Board staff, but have not been evaluated as part of this FY 93 Staff Draft AGP.

c. Level of Service Standards

The recommended ceilings are based on the same adopted LOS standards and measurement technique as those adopted in the FY 92 AGP.

d. Road Assignments

All road assignments to policy areas remain the same as in the adopted FY 92 AGP and as discussed in the Appendix section, "Definitions and Key Variables."

e. Staging Ceilings

Under the recommended ceilings for FY 93, the transportation improvements described earlier increase staging ceilings by a total of 4,000 housing units and 3,750 jobs. These additions, however, would allow only 3,000 more housing units and 250 more jobs to be approved. The rest of the additional capacity goes toward reducing current staging ceiling deficits in the Fairland/White Oak, North Bethesda, and R&D Village policy areas. The recommended ceilings would also shift 1,500 housing units of net remaining capacity from Gaithersburg City to the adjacent policy areas of R&D Village and Derwood/Needwood/Washington Grove/Shady Grove to improve local job/housing balance and slightly reduce traffic congestion by a small reduction in average trip lengths. This technical change is discussed more fully in the section below, "Gaithersburg and Vicinity."

The following summarizes the recommended staging ceiling changes and the allocation of new FY 93 capacity to housing and jobs by policy area. Tables 1, 2, and 3 show these staging ceiling increases and their effect on policy area net remaining capacities.

\* Fairland/White Oak. The construction of an additional lane on I-495 (the Capital Beltway) between New Hampshire Avenue and Route 1 increases the staging ceiling by 1,500 jobs and 1,000 housing units. Despite this increase, Fairland/White Oak remains in a deep subdivision moratorium for both housing and jobs.

This recommended ceiling would likely increase the net remaining capacity to less than a negative 2,000 housing units by the time of adoption of the FY 93 AGP, permitting additional subdivision approvals in this area under the special ceiling allocation for affordable housing. This policy area has not been eligible for such approvals in the past year because of its large negative net remaining capacity.

Because of the extremely large negative remaining capacity for jobs in Fairland/White Oak, staff have examined an alternative set of ceilings for this policy area. This alternative would increase the staging ceiling by 500 housing units and 2,000 jobs, rather than the recommended 1,000 housing units and 1,500 jobs. This alternative ceiling would not allow

Table 1  
Comparison of FY 92 Adopted Ceilings and Staff Draft FY 93 Ceilings  
January 1, 1991 Base

Policy Areas <sup>1</sup>	FY 92 Net Housing Ceilings	Increase to Ceilings Since 3/28/91	FY 93 Staff Draft Ceiling Increase	FY 93 Draft Net Housing Ceiling	FY 92 Net Jobs Ceiling	Increase to Ceilings Since 3/28/91	FY 93 Staff Draft Ceiling Increase	FY 93 Draft Net Jobs Ceiling
Aspen Hill	(2,212)	0	0	(2,212)	348	0	0	348
Bethesda CBD <sup>2</sup>	1,085	0	0	1,085	3,457	0	0	3,457
Bethesda/Chevy Chase	3,777	0	0	3,777	10,949	0	0	10,949
Cloverly	(1,740)	0	0	(1,740)	(85)	0	0	(85)
Damascus	(617)	0	0	(617)	708	0	0	708
Derwood/Needwood/Wash. Grove/Shady Grove	1,529	0	500	2,029	219	0	0	219
Fairland/White Oak	(1,008)	78	1,000	70	(4,821)	0	1,500	(3,321)
Gaithersburg City	4,430	0	(1,500)	2,930	8,254	0	0	8,254
Germantown East	4,389	0	0	4,389	14,888	0	0	14,888
Germantown West	1,220	881	0	2,101	3,410	4,758	0	8,168
Germantown Town Center	102	0	0	102	3,164	0	0	3,164
Kensington/Wheaton	2,504	0	0	2,504	4,250	0	0	4,250
Montgomery Village/Airpark	(1,621)	0	0	(1,621)	(2,246)	2,828	0	582
North Bethesda	2,665	0	1,500	4,165	3,461	0	500	3,961
North Potomac	(3,269)	0	0	(3,269)	150	0	0	150
Olney	1,663	177	0	1,840	620	0	0	620
Potomac <sup>2</sup>	3,031	0	0	3,031	2,805	0	0	2,805
R & D Village	2,016	0	1,500	3,516	9,698	0	1,500	11,198
Rockville City	1,516	0	0	1,516	10,260	0	0	10,260
Silver Spring CBD	3,382	0	0	3,382	10,826	0	0	10,826
Silver Spring/Takoma Park	1,633	0	1,000	2,633	1,295	0	250	1,545
Wheaton CBD	1,540	0	0	1,540	2,835	0	0	2,835
Totals <sup>3</sup>	36,482	1,136	4,000	40,610	91,597	7,586	3,750	99,187

<sup>1</sup> Group I Policy Areas (e.g., Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

<sup>3</sup> Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes, except for Ceiling Increase columns.

Table 2  
HOUSING  
Transportation Staging Ceiling Capacity Using  
FY 92 & Staff Draft FY 93 Net Ceilings  
January 1, 1991 Base

	FY 92 Net Housing Ceilings <sup>2</sup>	Pipeline 9/26/91	FY 92 Remain- ing Capacity	FY 93 Draft Net Housing Ceilings <sup>2</sup>	FY 93 Remain- ing Capacity	Difference in Remaining Capacities
Policy Areas <sup>1</sup>	A	B	C=A-B	D	E=D-B	F=E-C
Aspen Hill	(2,212)	2,933	(5,145)	(2,212)	(5,145)	0
Bethesda CBD <sup>3</sup>	1,085	585	500	1,085	500	0
Bethesda/Chevy Chase	3,777	1,336	2,441	3,777	2,441	0
Cloverly	(1,740)	367	(2,107)	(1,740)	(2,107)	0
Damascus	(617)	347	(964)	(617)	(964)	0
Derwood/Needwood/Wash. Gr./Shady Gr.	1,529	137	1,392	2,029	1,892	500
Fairland/White Oak	(930)	1,893	(2,823)	70	(1,823)	1,000
Gaithersburg City	4,430	2,211	2,219	2,930	719	(1,500)
Germantown East	4,389	4,340	49	4,389	49	0
Germantown West	2,101	2,956	(855)	2,101	(855)	0
Germantown Town Center	102	102	0	102	0	0
Kensington/Wheaton	2,504	556	1,948	2,504	1,948	0
Montgomery Village/Airpark	(1,621)	2,601	(4,222)	(1,621)	(4,222)	0
North Bethesda	2,665	1,341	1,324	4,165	2,824	1,500
North Potomac	(3,269)	1,635	(4,904)	(3,269)	(4,904)	0
Olney	1,840	2,550	(710)	1,840	(710)	0
Potomac <sup>3</sup>	3,031	1,360	1,671	3,031	1,671	0
R & D Village	2,016	2,210	(194)	3,516	1,306	1,500
Rockville City	1,516	1,353	163	1,516	163	0
Silver Spring CBD <sup>3</sup>	3,382	2,010	1,372	3,382	1,372	0
Silver Spring/Takoma Park	1,633	337	1,296	2,633	2,296	1,000
Wheaton CBD	1,540	31	1,509	1,540	1,509	0
Totals <sup>4</sup>	37,540	33,191	15,884	40,610	91,597	5,500

<sup>1</sup> Group I Policy Areas (e.g., Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 93-98 CIP or FY 92-97 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

<sup>3</sup> Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints. Development in the Bethesda CBD is controlled by the Cordon Capacities established in the CBD Sector Plan. Development in the Silver Spring CBD is controlled by the limits established in the Silver Spring Sector Plan.

<sup>4</sup> Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1991.

Table 3  
EMPLOYMENT  
Transportation Staging Ceiling Capacity Using  
FY 92 & Staff Draft FY 93 Net Ceilings  
January 1, 1991 Base

Policy Areas <sup>1</sup>	FY 92 Net Jobs Ceilings <sup>2</sup>	Pipeline 9/26/91	FY 92 Remain- ing Capacity	FY 93 Draft Net Job Ceilings <sup>2</sup>	FY 93 Remain- ing Capacity	Difference in Remaining Capacities
	A	B	C=A-B	D	E=D-B	F=E-C
Aspen Hill	348	14	334	348	334	0
Bethesda CBD <sup>3</sup>	3,457	3,142	315	3,457	315	0
Bethesda/Chevy Chase	10,949	2,954	7,995	10,949	7,995	0
Cloverly	(85)	100	(185)	(85)	(185)	0
Damascus	708	623	85	708	85	0
Derwood/Needwood/Wash. Gr./Shady Gr.	219	2,614	(2,395)	219	(2,395)	0
Fairland/White Oak	(4,821)	6,918	(11,739)	(3,321)	(10,239)	1,500
Gaithersburg City	8,254	13,055	(4,801)	8,254	(4,801)	0
Germantown East	14,888	14,962	(74)	14,888	(74)	0
Germantown West	8,168	9,908	(1,740)	8,168	(1,740)	0
Germantown Town Center	3,164	3,164	0	3,164	0	0
Kensington/Wheaton	4,250	287	3,963	4,250	3,963	0
Montgomery Village/Airpark	582	5,770	(5,188)	582	(5,188)	0
North Bethesda	3,461	11,586	(8,125)	3,961	(7,625)	500
North Potomac	150	254	(104)	150	(104)	0
Olney	620	940	(320)	620	(320)	0
Potomac <sup>3</sup>	2,805	655	2,150	2,805	2,150	0
R & D Village	9,698	14,055	(4,357)	11,198	(2,857)	1,500
Rockville City	10,260	17,452	(7,192)	10,260	(7,192)	0
Silver Spring CBD <sup>3</sup>	10,826	9,885	941	10,826	941	0
Silver Spring/Takoma Park	1,295	903	392	1,545	642	250
Wheaton CBD	2,835	87	2,748	2,835	2,748	0
Totals <sup>4</sup>	96,937	119,328	18,923	99,187	19,173	3,750

<sup>1</sup> Group I Policy Areas (e.g., Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 93-98 CIP or FY 92-97 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

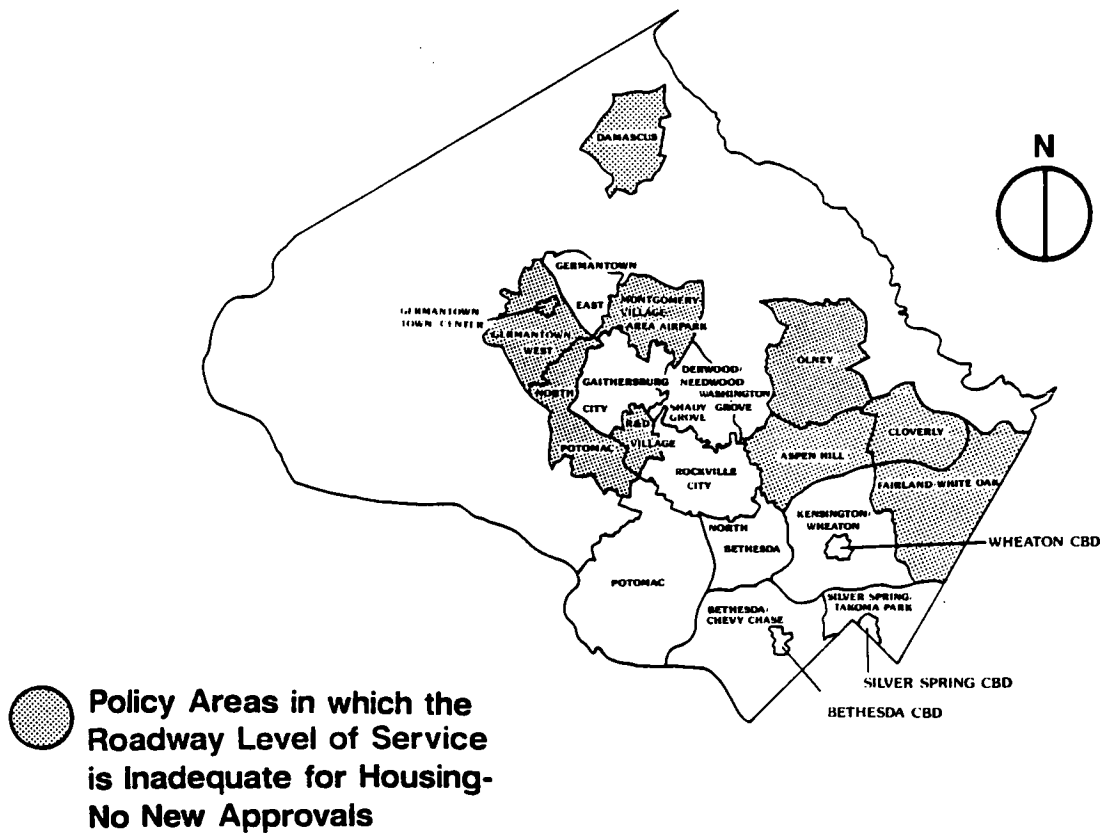
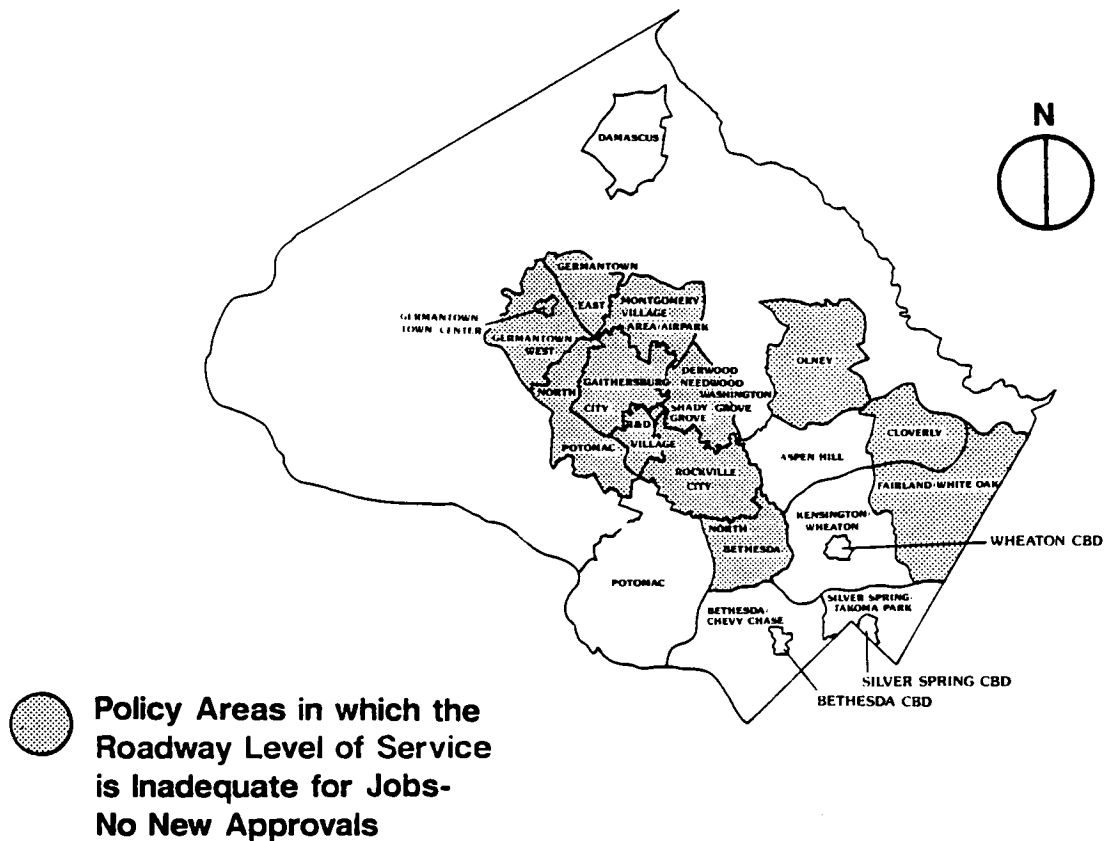
<sup>3</sup> Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints. Development in the Bethesda CBD is controlled by the Cordon Capacities established in the CBD Sector Plan. Development in the Silver Spring CBD is controlled by the limits established in the Silver Spring Sector Plan.

<sup>4</sup> Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

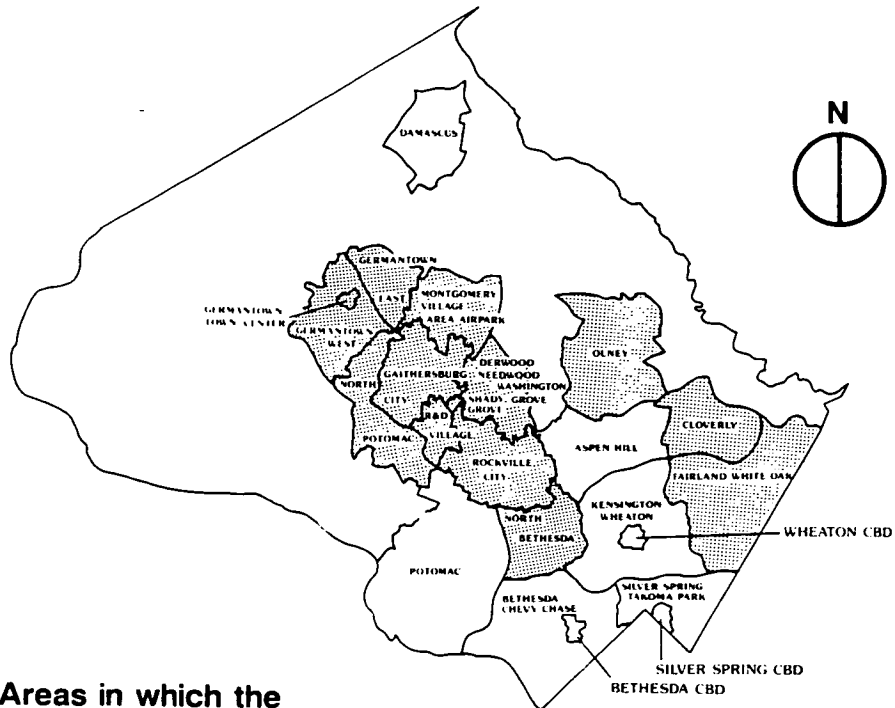
Source: Montgomery County Planning Department, Research Division, October 1991.



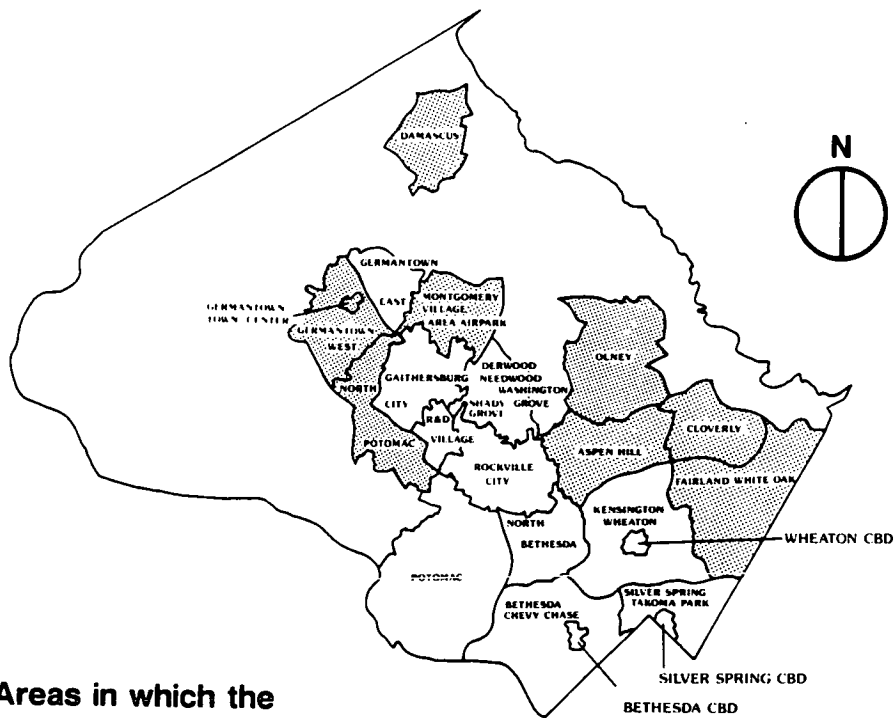
# FY92 AGP ADOPTED (AS OF 9/26/91)



# STAFF DRAFT FY93 (AS OF 9/26/91)



Policy Areas in which the Roadway Level of Service is Inadequate for Jobs-  
No New Approvals



Policy Areas in which the Roadway Level of Service is Inadequate for Housing-  
No New Approvals

new approvals under the special ceiling allocation for affordable housing.

Planning staff have compared the recommended and alternative ceiling for Fairland/White Oak using the TRAVEL model. However, there is not a significant difference in the average LOS for Fairland/White Oak between these two tested ceilings. Either the recommended or alternative ceilings would comply with the APFO. The choice between the recommended and alternative ceilings for Fairland/White Oak should be made by the Planning Board and County Council as a policy choice.

Either staging ceiling would produce a better Job/Housing balance in this area, thus shortening trip lengths and minimizing impact on congested roads. The addition of more jobs than housing units to the ceilings for Fairland/White Oak helps to intercept trips coming down the US 29 corridor and induces more reverse commuters in the non-peak direction from Silver Spring and Washington D.C., for which excess capacity exists. However, employment in this area is often of lower density and less transit serviceable than in many other parts of the County, which is reflected in a low non-auto driver mode share and the Group III LOS Group assignment for Fairland/White Oak.

\* Silver Spring/Takoma Park. The construction of an additional lane on I-495 (the Capital Beltway) between New Hampshire Avenue and Route 1 increases the staging ceiling by 250 jobs and 1,000 housing units. This brings the gross ceiling for housing and jobs in Silver Spring/Takoma Park to the estimated build-out zoning capacity.

Considered together with the recommended changes to ceilings in Fairland, the change in Silver Spring helps to improve the local Job/Housing balance. Moreover, by placing more housing than jobs in Silver Spring, this change will result in trip patterns which make greater use of underutilized road capacity in the US 29 corridor. Silver Spring/Takoma Park residents also make greater use of transit than residents elsewhere in the County. Thus, the approval of additional housing ceiling capacity in this area provides a small increase in overall level of use of transit in the County.

If it were possible, the addition of at least modest additional housing capacity in the Silver Spring/Takoma Park policy area might offer potential for small reductions in traffic congestion in this area and in Fairland/White Oak by shortening trip lengths and increasing use of alternatives to the automobile. However, the estimated zoning holding capacity constrains the opportunity to set a higher ceiling under this AGP.

The estimated zoning holding capacity is not a firmly established area-wide value. It varies depending on assumptions made on potential future development on a parcel-by-parcel basis for CBD, MXP, and other zones permitting mixed uses or subject to site plan review. It also varies over time as

developers make specific choices about how to use the zoning potential of land they control at the time of subdivision.

Staff recommend that the staging ceiling for jobs and housing in the Silver Spring/Takoma Park Policy Area be set at the current estimated zoning ceiling for this area for jobs and housing. If zoning capacity is reestimated or modified for Silver Spring, these staging ceilings should again be reviewed.

\* North Bethesda. The construction of an additional lane on the southbound East Spur of I-270 between the Y-split and Old Georgetown Road increases the staging ceiling by 500 jobs and 1,500 housing units. Despite this increase, North Bethesda remains in a subdivision moratorium for jobs.

This change produces a better Job/Housing balance and reduces average trip lengths, reducing Vehicle Miles of Travel across the County. The staging ceiling for housing in North Bethesda is positive, while that for employment is negative, and would remain so after this change. North Bethesda has a Job/Housing ratio in excess of four, and commuting to jobs in the morning and from jobs in the afternoon is heavily congested. Adding housing in excess of jobs will improve the jobs-to-housing ratio and shorten trip lengths, thus reducing congestion globally, if not always locally.

\* R&D Village. The construction of an additional lane on Shady Grove road across I-270 increases the staging ceiling by 1,500 jobs and 500 housing units. Despite this increase, the R&D Village remains in a subdivision moratorium for jobs. However, this improvement reduces congestion to the LOS standard and allows the area to come out of a housing subdivision moratorium.

This change needs to be considered in light of the technical adjustment to housing ceilings in the Gaithersburg and Vicinity area discussed below.

\* Gaithersburg and Vicinity. In addition, planning staff recommends a technical adjustment to the staging ceiling for housing in conjunction with the Shady Grove Road widening. This technical adjustment would reduce by 1,500 housing units the ceiling capacity of the City of Gaithersburg, while adding 1,000 housing units of capacity to the adjoining policy area of the R&D Village and 500 housing units of capacity to the adjoining area of Derwood/Needwood/ Washington Grove/Shady Grove. This redistribution of housing capacity would leave the City of Gaithersburg with a net remaining capacity of 719 housing units and increase the net remaining housing capacity to 1,306 and 1,892 for R&D Village and Derwood/Needwood/Washington Grove/Shady Grove, respectively, as of September 26, 1991.

Both Derwood and the R & D Village have Job/Housing ratios significantly greater than the City of Gaithersburg. Transferring unused housing staging ceiling from the City to areas in the County results in a better development pattern and slightly less congestion for these areas. This technical adjustment helps

shift housing closer to employment and better fits the pattern of highway capacity in the area.

Policy areas which would continue to be in a subdivision moratorium even with the additional development capacity from the recommended FY 93 ceilings are listed below.

Policy Areas  
More Congested than their Standard  
Under the FY 93 Recommended Ceilings  
(Pipeline as of September 27, 1991)

No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
Germantown Town Center  
Germantown West  
Montgomery Village/Airpark  
North Potomac  
Olney

No Approvals for Jobs

Cloverly  
Derwood/Needwood/Washington  
Grove/Shady Grove  
Fairland/White Oak  
Gaithersburg City  
Germantown East  
Germantown Town Center  
Germantown West  
Montgomery Village/Airpark  
North Bethesda  
North Potomac  
Olney  
R&D Village  
Rockville City

f. Job/Housing Balance

The County Council has indicated over the past several years its interest in favoring housing in the allocation of staging ceiling capacity. The General Plan calls for a "balance" between residential growth and economic opportunities. This has subsequently been interpreted to mean there should be sufficient employment to give every employed resident the opportunity to work in Montgomery County and sufficient housing for every County worker to find a place to live near their job.

The allocation of transportation capacity between jobs and housing by the County Council in the AGP reflects its approach to the General Plan recommendation that jobs and housing be balanced. Attainment of that goal is often expressed by the ratio that describes the relationship between the number of employed residents per household to the number of jobs per household. Since the current jobs-to-housing ratio of existing and approved development is tilted towards jobs, the Council has directed that allocations of new capacity as well as allocations of any reductions in capacity should generally favor housing.

The County currently has an average of about 1.49 employed residents per household according to the 1987 Census Update. Consequently, the County's goal is to have about 1.5 jobs per household.

It should be noted that even if this goal were achieved, there would continue to be a significant number of people who would commute in or out of the County. Some high income County residents would continue to work at jobs outside the County and the relatively high cost of housing in the County would continue to lead many County workers to live in other jurisdictions where lower cost housing is available. A fuller examination of job/housing balance might consider the distribution of income compared to the distribution of housing stock at different price levels, but data on these factors is less readily available.

The staging ceilings can be described in several parts. It can be useful to examine the jobs-to-housing ratio of each of these elements. For convenience, the general definition of these parts is described below. Legal definitions of these parts can be found in "Appendix 1: Definitions and Key Variables."

- (1) The first is the base number of existing households and estimated existing employment capacity of buildings. The jobs-to-housing ratio of the base as of January 1, 1991 was 1.47, with about 418,500 jobs and 285,500 households. This closely matches the ratio of resident workers to the number of households. If housing units are used rather than households, the jobs-to-housing ratio changes to 1.43. This reflects the vacancy rate of almost 3 percent.
- (2) The second is the development pipeline, which is the number of new housing units and employee capacity for new buildings, over and above the base, which have received subdivision approval. A small part of this pipeline has been built or put under construction since the date of the base. The remainder is unbuilt but could proceed to development without further need for subdivision approval. The "pipeline" is thus additive to the "base." Together, they form the "gross pipeline," which is the total amount of existing and approved development. The jobs-to-housing ratio of the gross pipeline as of September 26, 1991 was 1.62, reflecting that the employment pipeline of about 119,000 jobs significantly exceeds the housing pipeline of about 33,200.
- (3) The third is the staging ceiling, which is the number of new housing units and employee capacity for new buildings, over and above the base, which are deemed to produce compliance with the area wide tests of the Adequate Public Facility Ordinance. The "gross ceilings" are the "ceilings" plus the "base." Ceilings, however, are established only for Group II through VI areas of the County, excluding the rural Group I areas, where development is controlled primarily by zoning and local area transportation review. The jobs-to-housing ratio of the recommended gross ceilings for the FY 93 AGP for the Group II through VI areas is 1.67, slightly less than for the adopted FY 92 AGP. This reflects that the recommended ceilings would permit 4,000 housing units but only 3,750 jobs of new capacity more than the adopted FY 92

ceilings. The jobs-to-housing ratio for this marginal change in ceiling capacity is 0.94.

- (4) The fourth is the net remaining capacity, which is the staging ceiling minus the pipeline. This is the number of new housing units or employee capacity for buildings which can be approved in each policy area under the area wide Adequate Public Facility review process without having to mitigate traffic (subject, however, to local area transportation review and other factors). In some areas the net remaining capacity is positive, in others it is negative. The recommended scenario shows a jobs-to-housing ratio for remaining capacity of 1.02 for the Group II through VI areas, which reflects the County Council's policy of the past several years of trying to move the jobs-to-housing ratio of the gross ceilings closer to the goal of about 1.5.

Because the gross ceilings are dominated by the base and because the combined job and housing remaining capacity makes up less than 12 percent of the combined job and housing gross ceilings, it is very hard to move the gross ceiling's jobs-to-housing ratio by changing remaining capacity. Moreover, current zoning capacity, which controls the AGP, limits the ability to approve additional development capacity for housing in the locations where it would have the least impact on County-wide traffic conditions, such as Silver Spring/Takoma Park, Bethesda, and the metro station areas of North Bethesda.

In addition, the Cities of Rockville and Gaithersburg, which are not controlled by the AGP, account for a significant share of the job/housing imbalance in the I-270 corridor, with more than one-fourth of the County's total employment pipeline but less than 11 percent of the County's total housing pipeline.

## **2. PUBLIC SCHOOL CAPACITIES**

Because MCPS has not yet released their 1991 enrollment forecast for 1996 and the requested FY 93-98 CIP, the school capacity analysis is not available for the staff draft FY 93 AGP. This information should be available for the Planning Board's work sessions on the FY 93 AGP.

## **3. RELATIONSHIP TO CIP**

### **A. POLICY AREAS SUBJECT TO MORATORIUM ON NEW SUBDIVISIONS**

The Planning staff would like to direct the Planning Board and Council's attention to the fact that a number of policy areas are, and have been, more congested than their adopted transportation level of service standards for a number of years.

Tables 4 and 5 show how the net remaining staging ceiling capacity has varied by policy area over the past decade. These tables reveal that several policy areas have been subject to

Table 4

NET REMAINING CAPACITY UNDER TRANSPORTATION STAGING CEILINGS, 1982 - 1993  
HOUSING

POLICY AREA (see notes)	Comprehensive Planning Policies						Annual Growth Policy					
	Count 50% First 6 Years <sup>1</sup>			Count 80% First 6 Years <sup>2</sup>	Count 100% First 6 Years <sup>3</sup>	Count 100% First 4 Years <sup>4</sup>	Count 100% First 4 Years <sup>5</sup>					
	1982	1983	1984	1985	1986	1986A	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
Bethesda/Chevy Chase	2,072	2,313	3,249	3,112	3,354	3,198	2,764	3,497	2,185	2,109	2,339	2,441
Bethesda CBD	NA	NA	NA	NA	NA	NA	NA	1,013	798	798	500	500
Cloverly	(1,157)	(1,860)	(1,928)	(1,992)	(1,794)	(1,804)	(1,480)	(1,168)	(2,048)	(2,057)	(2,105)	(2,107)
Damascus	NA	NA	NA	NA	(2,120)	(1,620)	(1,274)	(664)	(666)	(821)	(804)	(964)
Fairland/White Oak	1,351	(992)	(295)	(2,133)	(1,571)	(2,573)	(1,308)	(3,668)	(3,113)	(2,418)	(2,626)	(1,823)
Gaithersburg Area	2,764	74	2,811	(1,354)	NA	NA	NA	NA	NA	NA	NA	NA
Gaithersburg East	NA	NA	NA	NA	1,455	2,452	3,215	2,013	1,832	1,707	NA	NA
Gaithersburg West	NA	NA	NA	NA	2,174	286	2,846	1,576	(723)	2,621	NA	NA
Derwood/Needwood/Wash. Gr./Shady Gr.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,392	1,892
Gaithersburg City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2,339	719
Montgomery Village/Airpark	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,220)	(4,222)
North Potomac	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,858)	(4,904)
R & D Village	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(194)	1,306
Germantown East	(1,677)	(1,695)	(1,718)	(1,817)	(2,227)	(2,227)	(1,573)	130	1,388	489	53	49
Germantown West	(6,947)	(11,831)	(11,651)	(5,580)	(2,736)	(9,736)	(1,860)	543	0	(776)	(775)	(855)
Germantown Town Center	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	0
Kensington/Wheaton/Aspen Hill	5,174	3,415	3,946	2,015	845	836	721	1,982	NA	NA	NA	NA
Aspen Hill	NA	NA	NA	NA	NA	NA	NA	NA	(4,118)	(5,132)	(5,137)	(5,145)
Kensington/Wheaton	NA	NA	NA	NA	NA	NA	NA	NA	2,382	2,254	1,972	1,948
Wheaton CBD	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,509	1,509
North Bethesda	2,037	3,235	3,199	3,103	1,003	503	(270)	(173)	(392)	1,372	1,368	2,824
Olney	2,587	1,970	2,387	1,019	924	724	273	417	322	187	(637)	(710)
Potomac	2,621	2,396	2,324	1,931	NA	NA	1,259	2,109	2,060	1,725	1,675	1,671
Rockville	NA	NA	NA	NA	NA	NA	NA	1,486	1,467	1,941	NA	NA
Rockville City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	163	163
Silver Spring/Takoma Park	7,199	6,985	3,040	2,916	2,848	1,836	617	578	502	470	1,300	2,296
Silver Spring CBD	NA	NA	NA	NA	NA	NA	3,000	3,348	1,684	1,684	1,372	1,372

Source: Montgomery County Planning Department, Research Division, October 8, 1991 (see Notes to Tables 4 & 5)



Table 5

NET REMAINING CAPACITY UNDER TRANSPORTATION STAGING CEILINGS, 1982 - 1993  
JOBS

POLICY AREA (see notes)	Comprehensive Planning Policies						Annual Growth Policy					
	Count 50%		Count 80%	Count 100%	Count 100%	Count 100%	Count 100%					
	First 6 Years <sup>1</sup>	First 6 Years <sup>1</sup>	First 6 Years <sup>2</sup>	First 6 Years <sup>3</sup>	First 4 Years <sup>4</sup>		First 4 Years <sup>5</sup>	First 4 Years <sup>5</sup>	First 4 Years <sup>5</sup>	First 4 Years <sup>5</sup>	First 4 Years <sup>5</sup>	First 4 Years <sup>5</sup>
	1982	1983	1984	1985	1986	1986A	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
Bethesda/Chevy Chase	10,006	6,305	7,314	6,383	583	468	1,756	10,312	10,122	10,005	8,955	7,995
Bethesda CBD	NA	NA	NA	NA	NA	NA	NA	303	175	(29)	318	315
Cloverly	489	480	437	437	218	218	500	307	(93)	(185)	(185)	(185)
Damascus	NA	NA	NA	NA	(1,845)	(1,845)	608	665	352	273	140	85
Fairland/White Oak	6,203	2,874	3,161	2,279	(241)	(241)	(4,171)	(9,496)	(9,959)	(11,627)	(11,739)	(10,239)
Gaithersburg Area	14,671	13,245	21,133	22,886	NA	NA	NA	NA	NA	NA	NA	NA
Gaithersburg East	NA	NA	NA	NA	8,488	6,238	(1,642)	(4,658)	(4,857)	(6,377)	NA	NA
Gaithersburg West	NA	NA	NA	NA	12,673	5,193	3,605	4,713	3,312	(1,010)	NA	NA
Derwood/Needwood/Wash. Gr./Shady Gr.	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(2,324)	(2,395)
Gaithersburg City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,902)	(4,801)
Montgomery Village/Airpark	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(5,536)	(5,188)
North Potomac	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(104)	(104)
R & D Village	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,357)	(2,857)
Germantown East	629	608	1,571	1,308	(264)	(267)	(1,221)	2,989	562	2	(62)	(74)
Germantown West	(4,430)	(5,850)	(5,857)	(2,404)	(2,237)	(6,737)	425	2,015	302	(1,227)	(1,296)	(1,740)
Germantown Town Center	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	0
Kensington/Wheaton/Aspen Hill	4,884	4,771	5,753	5,496	3,554	3,477	8,169	6,214	NA	NA	NA	NA
Aspen Hill	NA	NA	NA	NA	NA	NA	NA	NA	272	334	334	334
Kensington/Wheaton	NA	NA	NA	NA	NA	NA	NA	NA	6,210	6,150	3,963	3,963
Wheaton CBD	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2,748	2,748
North Bethesda	6,924	6,483	6,465	296	(2,230)	(2,730)	(1,277)	(431)	(3,435)	(2,835)	(1,947)	(7,625)
Olney	614	501	2,726	2,711	612	607	458	17	153	55	(313)	(320)
Potomac	0	0	0	0	NA	NA	2,467	2,768	2,768	2,181	2,181	2,150
Rockville	NA	NA	NA	NA	NA	NA	NA	1,635	1,507	(3,587)	NA	NA
Rockville City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(6,974)	(7,192)
Silver Spring/Takoma Park	15,336	14,365	11,042	10,446	421	2,421	500	356	5	(106)	392	642
Silver Spring CBD	NA	NA	NA	NA	NA	NA	10,750	10,750	457	441	941	941

Source: Montgomery County Planning Department, Research Division, October 8, 1991 (see Notes to Tables 4 & 5)

#### Notes to Tables 4 & 5

- (1) Transportation improvements had to be at least 50% funded within the next 6 years.
- (2) Transportation improvements had to be at least 80% funded within the next 6 years.
- (3) Transportation improvements had to be 100% funded within 6 years.
- (4) Transportation improvements had to be 100% funded within 4 years.
- (5) Before the FY 89 AGP, the acceptable level of service standard for Fairland/White Oak was established as LOS D. The FY 89 AGP changed this standard to LOS C/D.

#### Policy Area Definitions

Many changes in policy area boundaries have been made since the first Comprehensive Planning Policies Report in 1982. The following summarizes these changes. This summary does not include minor boundary adjustments, which have affected a number of policy areas. Information on such minor adjustments can be found in the respective Planning Department reports over the 1982-90 period.

Bethesda/Chevy Chase was subdivided into the Bethesda CBD and Bethesda/Chevy Chase policy areas in the FY 89 AGP.

Damascus was created as a new policy area, out of the rural Group I areas, in 1986.

Gaithersburg was subdivided into Gaithersburg East and Gaithersburg West policy areas in 1986.

- o Gaithersburg East was further subdivided into Montgomery Village, Derwood/Needwood/Washington Grove/Shady Grove in the FY 92 AGP, with part of Gaithersburg East becoming part of the City of Gaithersburg policy area.
- o Gaithersburg West was further subdivided into North Potomac and R&D Village policy area in the FY 92 AGP, with part of Gaithersburg West becoming part of the City of Gaithersburg policy area.

Germantown West was subdivided into the Germantown Town Center and Germantown West policy areas in the FY 92 AGP.

Kensington/Wheaton/Aspen Hill was subdivided into Kensington/Wheaton and Aspen Hill policy areas in the FY 90 AGP.

Silver Spring/Takoma Park was subdivided into the Silver Spring CBD and Silver Spring/Takoma Park policy areas in the FY 88 AGP.

Rockville was subdivided into Rockville City, with part of Rockville becoming part of Derwood/Needwood/Washington Grove/Shady Grove, and R&D Village in the FY 92 AGP.

tight restrictions on new subdivision approvals for either jobs or housing for a number of years due to inadequate transportation capacity. For example, Cloverly has been subject to a subdivision moratorium for housing continuously since the first Comprehensive Planning Policies ceilings were established in 1982. Fairland/White Oak has been subject to a subdivision moratorium for both jobs and housing since 1986.

When a policy area has a negative net remaining capacity, this area will be subject to more traffic congestion than is deemed acceptable, given the alternatives to the automobile offered to residents and workers in that policy area and the full development of each of the approved subdivisions.

Areas with negative net remaining capacity are not completely closed to new subdivision activity. New development in these areas can receive new subdivision approval only by taking measures to reduce as many peak hour automobile trips in the area as their development is anticipated to add, unless one of several special ceiling exceptions can be granted.

Tables 6 and 7 show the number of new development approvals that have been granted in subdivision moratorium areas between June 29, 1990 and September 26, 1991. These total 4,470 housing units and 28,958 jobs County-wide. Of these subdivisions approved as special ceiling exceptions, 75 percent of the houses and 71 percent of the jobs were approved on the basis of developer participation agreements in which developers paid part or all of the costs of new transportation infrastructure to accommodate their development.

There are various factors that have led to the large negative net remaining capacities in different policy areas. In some areas, transportation improvements that were programmed in the CIP have slipped behind schedule after being counted as available for subdivision approvals. After subdivisions were approved on the basis of the improvement, slippage in the CIP or changes in the criteria for counting CIP projects as available to support subdivision approvals has forced a reduction in the staging ceiling. In some areas, changes in the policy area boundaries or the level of service standard have resulted in the reassessment of the policy area staging ceilings.

Regardless of the factors leading to these negative net remaining staging ceiling capacities, Planning staff recommend that the Council give these areas priority for transportation improvements in upcoming capital and operating budgets to demonstrate the County's commitment to providing adequate public facilities to support planned growth.

Policy areas with negative remaining capacity in jobs or households and in need of immediate attention are:

Table 6

## HOUSING APPROVALS IN SUBDIVISION MORATORIUM AREAS

## NUMBER OF UNITS

June 29, 1990 - June 27, 1991

Policy Areas	De minimis	Trip Mitigation	Developer Participation	Affordable Housing Ceiling Allocation	Queue Management	Sewer Approvals	Cities	Total
Aspen Hill	12	0	0	0	0	0	0	12
Cloverly	6	0	0	40	0	0	0	46
Damascus	5	0	0	125	0	0	0	130
Fairland/White Oak	14	78	0	300	0	0	0	392
Germantown East	0	0	2,473	35	0	0	0	2,508
Germantown West	0	0	0	0	0	0	0	0
Olney	2	177	0	63	0	0	0	242
Totals	39	255	2,473	563	0	0	0	3,330

## NON-RESIDENTIAL APPROVALS IN SUBDIVISION MORATORIUM AREAS

## NUMBER OF JOBS

June 29, 1990 - June 27, 1991

Policy Areas	De minimis	Trip Mitigation	Developer Participation	Small-Scale Convenience	Queue Management	Public "Loophole"	Cities	Buildings	Total
Bethesda CBD	29	0	0	0	0	0	0	0	29
Cloverly	0	0	0	0	0	0	0	0	0
Fairland/White Oak	45	0	0	0	0	66	0	0	111
Gaithersburg East	13	28	0	0	0	177	126	0	344
Gaithersburg West	0	0	0	0	0	0	21	0	21
Germantown East	30	0	12,912	8	0	62	0	0	13,012
Germantown West	0	0	0	0	0	444	0	70	514
North Bethesda	13	0	0	0	0	6,178	0	0	6,191
Olney	5	30	0	0	10	0	0	70	115
Rockville	0	0	0	0	0	0	860	0	860
Silver Spring/Takoma Park	70	6	0	0	0	0	0	0	76
Totals	205	64	12,912	8	10	6,927	1,007	140	21,273

Source: Montgomery County Planning Department, Research Division, October 8, 1991

Table 7

HOUSING APPROVALS IN SUBDIVISION MORATORIUM AREAS  
NUMBER OF UNITS  
June 28, 1991 - September 26, 1991

Policy Areas	De minimis	Trip Mitigation	Developer Participation	Affordable Housing Ceiling Allocation	Queue Management	Sewer Approvals	Cities	Total
Aspen Hill	0	0	0	0	0	0	0	0
Cloverly	1	0	0	0	0	0	0	1
Damascus	0	0	0	31	0	0	0	31
Fairland/White Oak	0	0	0	79	0	0	0	79
Germantown West	2	0	881	78	0	0	0	961
Montgomery Village/Airpark	0	0	0	0	60	0	0	60
North Potomac	0	0	0	0	0	0	0	0
Olney	8	0	0	0	0	0	0	8
R & D Village	0	0	0	0	0	0	0	0
Totals	11	0	881	188	60	0	0	1,140

NON-RESIDENTIAL APPROVALS IN SUBDIVISION MORATORIUM AREAS  
NUMBER OF JOBS

June 28, 1991 - September 26, 1991

Policy Areas	De minimis	Trip Mitigation	Developer Participation	Small-Scale Convenience	Queue Management	Public "Loophole"	Cities	Buildings	Total
Cloverly	0	0	0	0	0	0	0	0	0
Derwood/Needwood/W.G./S.G.	0	0	0	0	0	30	0	0	30
Fairland/White Oak	0	0	0	0	0	0	0	0	0
Gaithersburg City	0	0	0	0	0	0	0	0	0
Germantown East	1	0	0	0	0	0	0	0	1
Germantown West	0	0	4,758	0	0	0	0	0	4,758
Germantown Town Center	0	0	0	0	0	0	0	0	0
Montgomery Village/Airpark	0	0	2,828	0	0	0	0	0	2,828
North Bethesda	0	0	0	0	0	0	0	0	0
North Potomac	0	0	0	0	0	0	0	0	0
Olney	7	0	0	0	0	0	0	0	7
R & D Village	0	0	0	0	0	0	0	0	0
Rockville City	0	0	0	0	0	0	61	0	61
Totals	8	0	7,586	0	0	30	61	0	7,685

Source: Montgomery County Planning Department, Research Division, October 8, 1991.

Areas with zero or negative remaining capacity in both Jobs and Households:

Cloverly  
Fairland/White Oak  
Germantown Town Center  
Germantown West  
Montgomery Village  
North Potomac  
Olney

Area with zero or negative remaining capacity in Jobs

Derwood/Needwood/Washington Grove/Shady Grove  
Gaithersburg City  
Germantown East  
North Bethesda  
R&D Village  
Rockville City

Areas with zero or negative remaining capacity in Households

Aspen Hill  
Damascus

**B. POTENTIAL IMPROVEMENTS TO ALLEVIATE SUBDIVISION MORATORIA**

There are three ways in which subdivision moratoria can be alleviated in these areas to enable further subdivision approvals under the APFO. These are:

- o Program additional road or transit improvements for 100 percent funding within the first four years of the County, State, or city CIPs. This can result in improvement of the average area wide highway level of service through increased road capacity.
- o Program facilities and services that would significantly improve various characteristics of transit availability and use to change an area's level of service group. These improvements could include better transit coverage, frequency, accessibility, and use through expanded bus or rail service, sidewalk and bike path construction, park-and-ride and bike-and-ride facility improvements, and the implementation of measures that influence the non-automobile driver mode share for residents or workers in the area. Under the County's AGP, more traffic congestion is considered acceptable where there is a greater availability and use of non-automobile driver modes of transportation.
- o Change the level of service standards to accept more congestion.

Current fiscal problems at the County, State and Federal level are increasingly limiting the investment in transportation infrastructure that, if programmed, could provide transportation capacity to more quickly bring these areas out of the moratoria on new subdivision. These same fiscal problems are also constraining opportunities to program transit facility and service improvements that could be relied upon as a basis for changing the level of service group to which an area is assigned. An issue that could be explored, to address the subdivision moratoria, is to what degree might enhanced transportation demand management activities provide more cost effective investments of the limited public funds.

Over the past several years, the County has been experimenting with various activities related to transportation demand management including: 1) negotiating, monitoring and enforcing traffic mitigation agreements as part the case-by-case review of proposed subdivisions, 2) establishing a Transportation Management District for the Silver Spring CBD, 3) cooperating with a private sector effort of the North Bethesda-Rockville Transportation Action Partnership to better manage traffic demand in that area, and 4) funding of various programs, such as the Fare Share Program, to encourage greater transit use and ridesharing.

As discussed in Chapter 3, Section D above, for the past year there has been an effort to review the effectiveness of the various traffic management agreements and of ways to improve the administrative procedures concerning them. An annual report is prepared by MCDOT on the effectiveness of the Silver Spring transportation Management District which is reviewed in conjunction with the preparation of each AGP. Any review of whether enhanced transportation demand management could provide more cost effective investment of public funds to more quickly address subdivision moratoria needs to account for these on-going reviews.

The following section identifies various alternative transportation improvements that should be considered for funding in order to more quickly address the subdivision moratoria in several policy areas, particularly those that have had longer standing moratoria on additional subdivisions. In the current fiscal year significant attention will be paid by the State and Federal governments as to whether and to what degree to increase transportation revenues, as discussed below in the next section. The various transportation improvements identified in the following section anticipates that the elected officials will, at some time in the near future, provide increased funding for the more timely implementation of these transportation projects.

#### **\* ASPEN HILL**

The base level of development for housing in Aspen Hill causes this area to exceed its current Group III LOS standard. Thus, this area is currently in moratorium for new subdivisions that produce housing. The Aspen Hill area is served well by buses but is not directly connected by rail. Policy area residents

have access to park-and-ride spaces at Aspen Hill Shopping Center, the Wheaton and Twinbrook Metro stations, as well as the programmed garage at Glenmont.

To become a Group IV area, a variety of improvements would be needed in Aspen Hill. This would require improvements in accessibility -- such as the provision of sidewalks on major state roads and bicycle paths connecting residents to shopping and employment centers and nearby transit stations and stops -- as well as provision of more frequent bus services, more bus stop shelters, and the implementation of traffic demand management measures to boost use of modes other than the automobile.

Aspen Hill formerly was part of a Group IV area before it was split off from the Kensington/Wheaton Policy Area. Evaluated separately from Kensington/Wheaton, it did not have a sufficient level of service for transit and other automobile alternatives to merit continued Group IV status. If Aspen Hill were made a Group IV area, it is likely that the increased staging ceiling would be larger than the pipeline, resulting in net remaining capacity becoming positive once again.

There is one highway project that could be implemented in the short-term time frame that could provide some increased development capacity in Aspen Hill, that of the MD 28 Extended between Layhill Road (MD 182) and New Hampshire Avenue (MD 650).

The Intercounty Connector could provide substantial development capacity for Aspen Hill in the longer-term future.

**\* CLOVERLY**

The base level of development for jobs and housing in Cloverly causes this area to exceed its current Group II LOS standard. Since the Planning Board first adopted the Comprehensive Planning Policies Report in 1982, this area has been in moratorium on new subdivisions that produce housing. Subdivisions in Cloverly that would create new employment have been in moratorium since the FY 90 AGP.

Cloverly has limited bus service, no rail service, and marginal pedestrian and bicycle accessibility to transit, shopping, or employment. Policy area residents have access to a limited number of park-and-ride spaces at the Wheaton and Silver Spring Stations. Substantial improvements in bus service frequency, coverage, and accessibility, along with traffic demand management measures could enable Cloverly to become a Group III policy area. The New Hampshire Avenue widening project would also likely add to job and housing capacity in the area. In addition, the programming of this project for MD 28 Extended between Layhill Road (MD 182) and New Hampshire Avenue (MD 650) could also provide increased staging ceiling in Cloverly.



**\* DAMASCUS**

The base level of housing units in Damascus causes this area to exceed its current Group II LOS standard. Thus, this area is currently in moratorium for new subdivisions that produce households. The Damascus area has the potential of being classified as a Group III area with improvements in bus service frequency, park-and-ride lot capacity, sidewalks and bikeways, bicycle parking at bus stops, and application of transportation demand management measures. Due to infrequent bus service, absence of rail service, and poor accessibility, Damascus residents have little choice but to use their cars for most trips. To become a Group III area, bus frequency should be substantially increased and supported with better transit access, including increased park-and-ride lot capacity.

Sidewalks could be considered for both sides of the street on all major roads in this policy area as well as along smaller roads near the Damascus town center, and on at least one side of the street along most other roads in the area. There are currently no bicycle paths or lanes in this area. The Montgomery County Bikeway Plan conceptually suggests a bikeway going north from Germantown and the Great Seneca Park towards Damascus, through Magruder Branch Park. Programming this, with supporting feeder routes into the Damascus town center and to adjacent schools would also help to support Group III status for this area.

The extension of MD 124: Phase 2 and improvements to Sweepstakes Road (Cutsail Drive to 700 feet east of Stowbarn Lane) would also provide some additional development capacity in this area.

**\* DERWOOD/NEEDWOOD/WASHINGTON GROVE/SHADY GROVE**

The base plus pipeline of approved development in Derwood causes this area to exceed its current Group III LOS standard. Thus, this area is currently in moratorium on new subdivisions that provide jobs. This area has the potential of being classified as a Group IV area, with more frequent rail service at on MARC and/or Metro, improvements in pedestrian and bicycle access to transit stations, employment, and shopping, and traffic demand measures to increase the non-automobile driver mode share.

In the longer run, the Corridor Cities transit project is expected to provide substantial additional staging ceiling capacity in this area, as is the Intercounty Connector project.

**\* FAIRLAND/WHITE OAK**

The base of job and housing development in Fairland/White Oak causes this area to exceed its current Group III LOS standard. Thus, this area is currently in moratorium on new subdivisions that would provide jobs or households.

Prior to the FY 89 AGP, Fairland/White Oak was classified as a Group V area based on the direction of the Eastern Montgomery County Master Plan. In the FY 89 AGP, the Council directed that it be reclassified as a Group III area, in keeping with its current level of transit availability. This change in the assignment to the area's transportation service standard group is the primary reason for the large negative net remaining capacity in this area. However, this area has the potential of being classified as a Group IV area in the future, with the programming and implementation of sufficient transit service and facility improvements.

Key among those would be effective priority treatment for frequent express bus service to and from the Silver Spring Metrorail station and substantial improvement of transit access, including more park-and-ride spaces, secure bicycle parking, bike lanes and paths, and sidewalks. Expanded local circulation and feeder bus service improvements, coupled with improved sidewalks and bicycle facilities along major roads to enhance access to transit, shopping, and employment, would also contribute to a Group IV status.

Traffic demand management measures to boost the non-automobile driver mode share in this area would also facilitate somewhat higher staging ceilings in the Wheaton and Silver Spring CBD areas, which are currently restrained, in part, by upstream traffic from Fairland/White Oak.

There are a number of highway projects that would address the subdivision moratoria, including 1) the reprogramming of the New Hampshire Avenue project and 2) Briggs Chaney Road widening: Phase II. In the long run, improvements such as grade separation of US 29 at MD 193, bridge widening over MD 650, and the development of priority treatment for transit vehicles in the US 29 corridor would likely provide additional staging ceiling in this area.

#### \* GERMANTOWN EAST

The base plus pipeline of approved development in Germantown East causes this area to exceed its current Group II LOS standard. Thus, this area is currently in moratorium for jobs. Germantown East is not served by rail though it has a good level of bus service frequency. Sidewalks are lacking on most major roads in this area and bikeways and bicycle parking facilities are poor.

This area could become a Group III area with major improvements in accessibility (such as sidewalks and bicycle access to transit, shopping, and employment centers), provision of better transit services, and application of traffic demand management measures that increase non-automobile driver mode shares.

There are some highway improvements that would address the subdivision moratorium, including: 1) Frederick Avenue (MD 355) between MD 124 and MD 118 and 2) the Germantown/Montgomery Vil-

lage Connector (M-83). Recently, several proposed subdivisions have been approved based on their accelerating the funding for improvements to Father Hurley Boulevard Extended/Ridge Road (Section 1: Eastern Gore I-270/Father Hurley Boulevard Interchange to Ridge Road and the Interchange with I-270). In the longer term, the Corridor Cities transitway project and the M-83 road project are anticipated to provide substantial additional jobs and housing capacity for Germantown East as well as further widening of I-270.

**\* GERMANTOWN WEST**

The base plus pipeline of approved development in Germantown West causes this area to exceed its current Group II LOS standard. Thus, this area is currently in moratorium on new subdivision that provide either jobs or households. Germantown West is served by MARC commuter trains but access to the station is limited by the number of parking spaces, bus service and a lack of sidewalks on major roads, planned bikeways, and secure bicycle parking at the station.

To become a Group III area, several items would have to be programmed including bus frequency and coverage, along with the provision of increased MARC commuter rail service, improvements in accessibility, such as provision of more sidewalks and bicycle paths or lanes leading to the town center, shopping, employment areas, and the MARC station, as well as an increase in park-and-ride spaces and greater use of transportation demand management to change the non-automobile driver mode share. Coordination of bus and rail services should be enhanced as well. All of these measures would serve to mitigate current and anticipated congestion and provide additional staging ceiling capacity for both Germantown West and the Germantown Town Center.

There are several highway projects that would address the subdivision moratorium including: 1) widening of Clopper Road (MD 117), 2) improvements to Germantown Road Relocated (MD 118), and 3) widening of Great Seneca Highway. Recently, several proposed subdivisions have been approved based on their accelerating the funding for improvement of Middlebrook Road (Phase I: Great Seneca Highway to I-270) and Father Hurley Boulevard/Ridge Road (Section 2: (a) Crystal Rock Drive to Eastern Gore I-270) and the interchange with I-270. In the longer term, the Corridor Cities Transit Easement project is planned to provide substantial additional housing and jobs capacity for this area, as well as further widening of I-270.

**\* GERMANTOWN TOWN CENTER**

The Germantown Town Center was created in the FY 92 AGP by the Council and its net remaining capacity for both jobs and housing was set at zero. Average traffic and transit levels of service are not measured for compact town center and metro station policy areas, but are evaluated for the larger policy areas of which they are a part. Thus, measures that would increase the transit level of service (LOS) and highway LOS standard for the

Germantown West Policy Area would benefit the Germantown Town Center area.

By creating the Town Center policy area as a separate unit in the FY 92 AGP, the Council provided a mechanism for preferentially allocating future development capacity in the Germantown West area to the Town Center. Planning Board staff and Executive staff are currently working together to identify specific improvements and financing mechanisms that can enable the creation of positive net remaining capacity for the Germantown Town Center.

**\* CITY OF GAITHERSBURG**

The base plus a large pipeline of approved development in Gaithersburg City causes this area to exceed its current Group III LOS standard. However, the City of Gaithersburg does not administer the AGP or the Adequate Public Facilities Ordinance in its review of proposed development. This area is served by a moderate level of bus service and three MARC trains in the AM peak hour. To become a Group IV area, the City of Gaithersburg would need to increase the frequency of bus and MARC service, improve pedestrian and bicycle access to transit, shopping, and employment, and implement transportation demand management measures that change the non-automobile driver mode share.

There are several highway projects that would address the subdivision moratorium including: 1) reprogramming MD 28 in the City of Gaithersburg, 2) Watkins Mill Road Extended, and 3) widening Great Seneca Highway. In the long run, the Corridor Cities transit project is expected to provide significant additions to staging ceiling capacity in the City of Gaithersburg.

**\* MONTGOMERY VILLAGE/AIRPARK**

The base level of housing in Montgomery Village/Airpark causes this area to exceed its current Group II LOS standard. Thus, this area is currently in moratorium for new subdivisions that provide jobs or households. Prior to the FY 92 AGP, this area was part of the Gaithersburg East Policy Area and as such was considered a Group III area. On its own, however, the area lacked an adequate LOS for alternatives to the automobile to retain Group III status.

The Montgomery Village area has a very good level of transit service coverage. However, absence of sidewalks connecting to activity centers and cul-de-sac street areas limit the access to transit stops. Bikeways in the area are fragmented and transit stations lack secure bicycle parking places, further impeding access. With significant improvements in accessibility, provision of better transit services, frequency, and traffic demand management measures, it would be possible to raise the LOS standard to a Group III area.

There are several highway projects that could address the subdivision moratorium including: 1) Goshen Road: Phase II, 2)

improvements to Laytonsville Road (MD 124) and 3) the Germantown/Montgomery Village Connector.

**\* NORTH BETHESDA**

The base plus pipeline of approved development in North Bethesda causes this area to exceed its current Group IV LOS standard. Thus, this area is currently in moratorium, for new subdivision that provide jobs. The negative net remaining capacity for jobs in this area increased significantly in mid-1991 with the approval of 6178 additional jobs in the Rock Spring Center under the "loophole" provisions of the AGP.

North Bethesda has a good level of transit service--it is served by Metrorail at three stations and three MARC commuter trains during AM peak hour. Most of the roads in the area have sidewalks and there are a few bicycle paths or lanes providing access to transit, shopping, and employment centers. Many sidewalks are very narrow along major heavy traffic arterials, reducing the quality of the pedestrian environment. The number of secure bicycle parking spaces is also limited at the stations.

Several different actions might result in the reclassification of North Bethesda as a Group V area. Extending the Metrorail services that now stop at Grosvenor would increase rail service frequency at White Flint and Twinbrook. Because parking supply at the stations is fully utilized, the rail service extension would need to be coupled with increased frequency of feeder bus service and improvements in pedestrian and bicycle access to stations. Alternately, it might be possible for North Bethesda to become a Group V area through other significant transit, pedestrian, and bicycle improvements, coupled with stronger transportation demand management measures to increase the non-automobile driver mode share. Proposals for hourly parking charges at employee parking are under study by the North Bethesda Transportation Action Partnership.

Improvements to the I-270 east and west spurs and the widening of the I-270 spurs could provide additional development capacity in this area.

**\* NORTH POTOMAC**

The base level of housing in North Potomac causes this area to exceed its current Group II LOS standard. Thus, this area is currently in moratorium for new subdivisions that provide jobs or households. North Potomac was a part of the Gaithersburg West Policy Area, which had a Group III LOS standard, until the FY 92 AGP. On its own, however, North Potomac was found to have a limited level of bus service, no rail service, and marginal accessibility to transit. Policy area residents have access to park-and-ride spaces at the Shady Grove Metro station and the MARC Station at Metropolitan Grove, although this access is limited by users from other areas that share this lot.

Quite substantial improvements in accessibility (especially

sidewalks and bicycle access to transit, shopping, and employment), provision of more frequent and far more extensive transit services, and traffic demand management measures would be needed to make North Potomac a Group III area.

There are some highway projects that could address the subdivision moratorium including: 1) the reprogramming of the MD 28 project, 2) Longdraft Road Phase III and 3) Quince Orchard Road (MD 124) widening.

**\* OLNEY**

The base plus pipeline of approved development in Olney causes this area to exceed its current Group II LOS standard. Thus, this area is currently in moratorium for new subdivisions that provide jobs or households. Olney has a moderate level of bus service and is not served by rail. The accessibility to transit in this area is marginal, with most major roads without any sidewalks. Policy area residents have access to a moderate number of park-and-ride spaces at the Wheaton Metro station and at the Norbeck Road park-and-ride lot.

Olney might be able to become a Group III area with a significant upgrade of feeder bus service to the Wheaton-Glenmont Metro stations, in conjunction with a system of park-and-ride lots, sidewalk, and bicycle facility improvements.

The reprogramming of improvements to Laytonsville-Sandy Spring Road (MD 108--Olney Mill Road to Dr Bird Road) could also add additional development capacity in this area.

**\* R & D VILLAGE**

The base plus pipeline of approved development in the R & D Village causes this area to exceed its current Group II LOS standard. Thus, this area is in moratorium for new subdivisions that provide jobs. R&D Village was a part of the Gaithersburg West Policy Area until the FY 92 AGP, and as such had a Group III standard. However, on its own, the R&D Village has a low level of bus service frequency and is not served by rail although rail services are available at nearby Metropolitan Grove and Shady Grove. Accessibility to transit in this policy area ranges from marginal to very good. Sidewalks are available on a number of major roads in this area although they do not form a connected network providing good access to employment areas or the MARC stations. Bikeway facilities are good in this area, which were implemented in conjunction with various roadway projects. However, these do not connect to transit stations or secure bicycle parking at transit. Policy area residents have moderate access to park-and-ride spaces at the Shady Grove Metro station.

With provision of better transit services, improvements in pedestrian, bicycle, and park-and-ride accessibility, and traffic demand management measures, R&D village could become a Group III area. Improvements to Life Sciences Center Roadway would provide additional transportation capacity in this area.

The reprogramming of the MD 28 and Key West Avenue projects would also provide additional capacity in this area. In the long run, the Corridor Cities Transit project is anticipated to provide substantial additional development capacity for this area.

**\* ROCKVILLE CITY**

The base plus pipeline of approved development in Rockville city causes this area to exceed its current Group IV LOS standard. However, the City of Rockville does not administer the AGP or the Adequate Public Facilities Ordinance in its review of proposed development although it does apply what is termed the Standard Review Methodology to selected development cases. Rockville has a very good level of bus frequency and is connected by both Metrorail and MARC trains. The supply of sidewalks and bicycle paths is also good in this area. However, conditions for crossing major roads are often poor for both pedestrians and cyclists and network continuity is a problem, especially for cyclists. Secure bicycle parking spaces are limited at the Rockville Metro station.

With provision of more frequent transit services, improvements in accessibility, and application of traffic demand management measures, Rockville could become a Group V area and additional staging ceiling capacity made available. Several highway projects could also add some development capacity to the City of Rockville including: 1) reprogramming of the MD 28 project 2) West Ritchie Parkway and 3) Chapman Avenue.

**C. RECOMMENDATIONS FOR THE CAPITAL IMPROVEMENTS PROGRAM**

The previous part discussed how the staging ceilings and the net remaining capacity has varied over the past several years and identified which policy areas have had moratoria on new subdivisions, along with alternative strategies for ending these moratoria. This part discusses other general recommendations for the Montgomery County Capital Improvements Program (CIP).

In August, 1991, Planning Department staff transmitted some preliminary recommendations regarding the upcoming CIP on some two dozen transportation projects that are considered top priority to implement master plans and functional plans adopted by the Council. These are given in the following list by project description number and project name in two groups -- current CIP projects and new projects:

Priority Current CIP Projects

8-54	E. Randolph Road Phase I
8-61	Father Hurley Blvd./Ridge Road Extension
8-66	Friendship Boulevard
8-72	Glen Allen Avenue
8-87	Life Sciences Center Roadway Improvements
8-91	MD 108 Right-of-Way

8-96	MD 124 Extended
9-101	Middlebrook Road
8-109A	Robey Road
8-112	Seven Locks Road
8-114	Silver Spring Road Improvements

Priority Current CIP Projects (continued)

8-116	Sweepstakes Road
8-130	I-270 Overpass/Fernwood Road
8-141	Street Lighting
8-145	Annual Sidewalk Program
8-147	Annual Bikeway Program
8-157	Tree Planting in Public ROW
8-159	Petroleum Management Program
8-165	Garage 60, Ellsworth Drive
8-180	Shady Grove/Clarksburg Transitway Study

Priority New CIP Projects

New Sidewalks to Serve Existing Affordable Housing Sites  
 Metrorail Station Access Improvements  
 Transit Station Redesign  
 Old Columbia Pike Reconstruction

In Appendix E, there are three tables listing transportation CIP projects. The first table gives those county, state, and municipal road projects which have been relied upon in setting the staging ceilings for the FY 93 AGP. The second table gives transit projects which have been relied upon in setting staging ceiling for the FY 93 AGP. The third table gives all other projects already either in the county, state, or municipal CIPs that would provide transportation capacity improvements but have expenditure schedules showing their completion beyond the first four years of the anticipated FY 93-98 CIP (FY 97 or later). In addition, there are several projects contained in this third table that are not considered as being 100% programmed for construction in the first four years of the CIP because the expenditure schedule is dependent upon developers agreeing to fund shares of the costs.

High priority should also be given to projects that have been counted as available in setting staging ceilings for the FY 93 Annual Growth Policy. Table 1 in Appendix E shows which projects fall into this category. Some of these are included in the priority list and were cited by the Planning Board in their CIP comments in August. However, five other road projects were relied upon in setting FY 93 staging ceilings but are neither yet under contract nor on the above Planning Board CIP priority list. Every effort should be made to keep these five projects on schedule to ensure 100% of construction funding by FY96:



### Second Priority to Maintain CIP Expenditure Schedules

8-50	Briggs Chaney Realignment
8-51	Briggs Chaney Road Widening
8-56	East Randolph Road Widening, Phase II
8-89	Long Draft Road, Phase II
8-135	Watkins Mill Road Bridge

Table 3 of Appendix E shows those transportation projects which have not yet been relied upon to provide staging ceiling development capacity. There are some 12 projects in Table 3 of Appendix E which are drawn from the County's CIP (others are from the state and municipal capital programs). The following six of those projects should be a third priority to maintain or accelerate their expenditure schedules because they would serve policy areas which currently have moratoria on new subdivisions:

### Third Priority to Maintain or Accelerate CIP Expenditures

8-51	Briggs Chaney Road Widening, Phase II
8-67	Germantown Montgomery Village Connector (M-83)
8-71	Goshen Road, Phase II
8-89	Longdraft Road, Phase III
8-96	MD 124 Extension (A-12), Phase II
8-114	Silver Spring Intersections/Roadway Improvements

The remainder of the CIP projects are either on the State Highway System or are located in the municipalities and should be priorities in their capital programs.

#### c. Funding Recommendations for Maryland Department of Transportation

The timely implementation of transportation improvements by the Maryland Department of Transportation (MDDOT) and its State Highway Administration (SHA) is very critical to the success of the administration of the Adequate Public Facilities Ordinance and the Annual Growth Policy. Over the past year and at the present time, there is a high degree of uncertainty regarding the overall funding program of MDDOT. This is adversely affecting the reliability of the capital programming process of MDDOT upon which, in part, the administration of the AGP depends.

During the 1991 legislative session this past winter, MDDOT and the Governor submitted specific recommendations for increasing revenues for MDDOT. The Legislature decided not to increase the various taxes and user fees. That caused the MDDOT/SHA to defer and/or delay many projects throughout the State, including three major transportation projects serving Montgomery County that had been relied upon in previous AGPs. The effect of those three deferrals was accounted for by the County Council in adopting the FY92 AGP.

In June 1991, the Legislature, meeting in special session, voted to approve some increases in motor vehicle fees. Those increases were designed to bring in additional revenue to meet

matching requirements for some SHA projects that were slated to receive funding from the Federal Highway Administration. At that time, it was unclear whether there would be enough extra funds to regain the schedules for the three projects in Montgomery County which had just been deferred by SHA.

During the summer of 1991, it became clear that SHA had enough funds to move forward two other projects, which are accounted for in this FY93 AGP. An SHA construction contract was amended to widen part of the I-270 East Spur, which opened to traffic in October, 1991. The second project, to widen part of the Capital Beltway (I-495) between I-95 and New Hampshire Avenue (MD650), has an accelerated schedule in the draft Consolidated Transportation Program being presented by MDDOT to elected officials in the fall of 1991.

At the present time, the issue of transportation funding is being actively studied by the Maryland Legislature along with a number of other fiscal and tax issues. The Senate and House have appointed a Joint Study Group on Transportation and Lottery Revenues. They have been meeting since the summer, holding hearings and conducting work sessions with MDDOT staff and staff from the Department of Fiscal services. The Joint Study Group is currently scheduled to present their initial recommendations on October 21, 1991.

Planning Department staff have been working cooperatively with the County's Office of State Affairs and other departments and staff with expertise on these transportation funding issues. We will continue to monitor these evolving events and will present specific recommendations to the Planning Board for review and comment. This is expected to occur while the Planning Board is still considering this staff draft of the FY93 AGP. It is also expected that such recommendations of the Planning Board will be transmitted to the Executive, Council, and Delegation for their review and action in working with the whole Legislature.

## **Chapter 5**

# **FY 93 Annual Growth Policy Resolution**

Resolution No.:  
Introduced:  
Adopted:

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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By: County Council

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Subject: Approval of FY 93 Annual Growth Policy

**Background**

1. Bill 11-86 requires that no later than June 30th of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management, and related environmental, economic, and social issues.

2. On December \_\_, 1991, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 93 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1991;

3. In addition, the Annual Growth Policy report, as submitted by the County Executive and the Planning Board, contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted a supporting report entitled "Alternative Transportation Scenarios and Staging Ceilings", dated December, 1987. These materials were updated at Council worksessions.

4. On February \_\_, 1992, the County Council held a public hearing on the County Executive's recommended Annual Growth Policy for Fiscal Year 1992.

5. On May \_\_, 1992, the County Council adopted the Capital Improvements Program for the years 1993-1998.

6. On June \_\_, 1992 and June \_\_, 1992, the Council conducted worksessions on the Annual Growth Policy for FY 1993, at which time careful consideration was given to the public hearing testimony, updated information, recommended revisions of the Montgomery County Planning Board, and the comments and concerns of other interested parties.

7. The County Council reviewed the facts and assumptions underlying this Annual Growth Policy. This included: 1) a detailed review by policy area of existing and projected school and transportation facilities and conditions; 2)

discussion of the allocation of transportation capacity between jobs and housing, the "pipeline" of development, and net remaining transportation capacity; 3) a review of the need for a continued special allocation for affordable housing and for health care facilities; and 4) a review of the Annual Report of the Silver Spring Transportation Management District.

8. The jobs/housing ratios of the staging ceilings and net remaining capacity demonstrate improvement in achieving the General Plan goal of a balance between jobs and housing, particularly for geographic areas over which the County has land use control.

9. As one of its follow-up issues to the FY 90 and FY 91 Annual Growth Policies, the Council requested a comprehensive review of the structure of policy areas. In the FY 91 Annual Growth Policy, the Council directed that priority be given to conforming the existing policy areas with the boundaries of the Cities of Rockville and Gaithersburg, where appropriate, and the creation of smaller policy areas around Metrorail stations. The Council reviewed the proposals of the Planning Board and the County Executive and accepted their recommendations on the creation of new policy areas for the municipalities and surrounding areas in the FY 92 Annual Growth Policy.

With regard to the creation of new policy areas around Metrorail stations, the Council only decided to establish a new policy area for the Wheaton CBD this year. The Council affirmed the objective of creating additional policy areas around other Metrorail stations in the future - generally in conjunction with a master or sector plan review of the area. Analysis of the specific components of a new policy area around a Metrorail station will include appropriate boundaries and a transportation management framework that addresses needed infrastructure improvements, the need for a special local area transportation review methodology, the need for a transportation management district, the need for additional controls on the supply and cost of parking, the need for stable and reliable funding mechanisms for transportation alternatives, and other relevant matters. It is anticipated that the next areas for consideration will be the Twinbrook, Nicholson Lane (White Flint), and Grosvenor Metrorail station areas.

10. In the FY 92 Annual Growth Policy, the Council also approved creation of a policy area for the Germantown Town Center in order to better coordinate transportation planning and land-use objectives in the area. This approach is appropriate because the Germantown Town Center is a master plan designated Town Center recommended for high density, mixed use development and is intended to provide a major focal point for community activity. In addition, the approved and adopted master plan for the area provides for at least one existing or recommended major transit station.

At this time, there is no remaining transportation capacity for jobs or housing in the Germantown Town Center policy areas. As described in Section IV of this Resolution, the County Executive and the Planning Board will develop recommendations to create additional staging ceiling capacity to achieve the land-use objectives for the Town Center.

11. The County Council reviewed the "pipeline" of development in the County and made adjustments for administrative errors. The Council recognizes efforts made by the Planning Board and the Executive to improve the consistency

and reliability of the County growth management data base. These efforts have resulted in a reduction of errors from prior years. In this regard, the Council stresses the need for sustained administrative vigilance in assessing the validity of computer based systems and the reliability of data collection efforts. The Council recognizes that a quantitatively oriented system such as the Annual Growth Policy, though subject to limitations, can promote objectivity and fairness in land-use decision making.

#### **Action**

The County Council for Montgomery County, Maryland, adopts the background statement and approves the following Resolution:

The County Executive's recommended FY 93 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 93:

#### **I. Guidelines for the Administration of the Adequate Public Facilities Ordinance:**

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities. The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance (APFO) which were specified to apply only until the County Council had approved an Annual Growth Policy (AGP).

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of tests. One is called the Policy Area Transportation Review. The other is called the Local Area Transportation Review.

The Policy Area Transportation Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

- o With regard to transportation, a staging ceiling may be established for each policy area.
- o With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area will be adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 93 unless amended subsequently by the County Council after public hearing. However, the Planning Board may adjust the policy area staging ceilings, in accordance with the Board's administrative procedures, to reflect trip reduction programs or developer participation in capital improvement projects.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for evaluating the adequacy of transportation facilities is to place the individual subdivision within the context of a comprehensive, County-wide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based primarily on the public facilities in the Approved FY 93-98 Capital Improvements Program (CIP) and the Maryland Department of Transportation FY 92-97 Consolidated Transportation Program (CTP). The Council also reviewed related County and State funding decisions, master plan guidance and zoning where relevant, and related legislative actions. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth limits will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Annual review and oversight allows the Council to identify problems and initiate solutions that will serve to avoid or limit the duration of any moratorium in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, and the Nicholson Lane Sector Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan. Development in the Bethesda CBD is controlled by the cordons capacities established in the Bethesda CBD Sector Plan.

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Transportation Review and guidelines for water and sewerage facilities.

**A. Guidelines for Transportation Facilities**

**(1) Policy Area Review**

**(a) Establishment of Staging Ceilings**

For the purposes of transportation analysis, the County has been divided into 292 areas called traffic zones, as seen in Map 1. Based upon their transportation characteristics, these areas are grouped into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries, sector plan areas, master plan analysis, or special study areas.

The policy areas in effect for FY 93 are: Aspen Hill, Bethesda CBD, Bethesda-Chevy Chase, Cloverly, Damascus, Derwood/Needwood/Washington Grove/Shady Grove, Fairland/White Oak, Gaithersburg City, Germantown East, Germantown Town Center, Germantown West, Kensington/Wheaton, Montgomery Village/Airpark, North Bethesda, North Potomac, Olney, Potomac, R&D Village, Rockville City, Silver Spring CBD, Silver Spring/Takoma Park, and the Wheaton CBD.

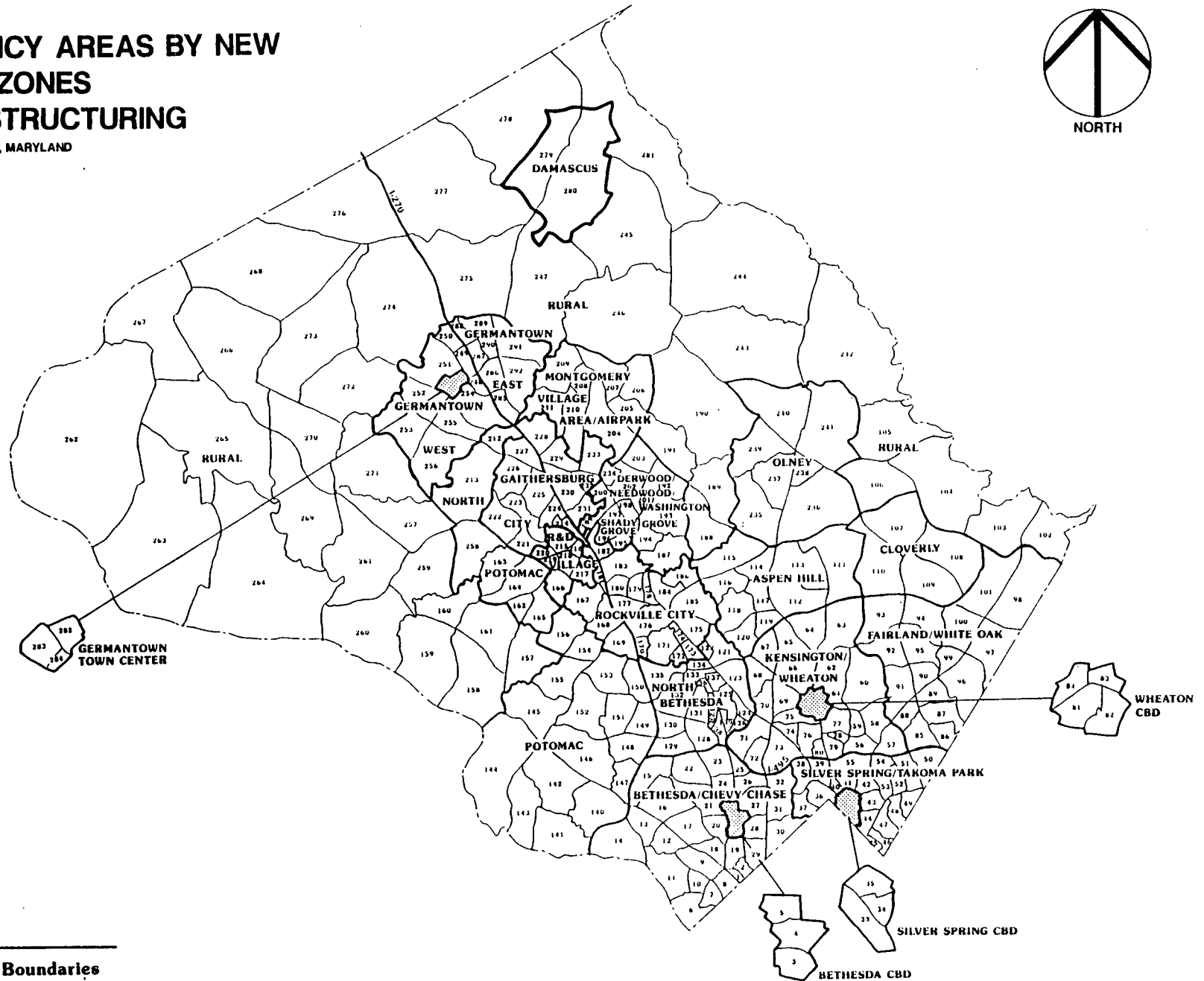
Adjusted boundaries for Silver Spring CBD and Bethesda CBD policy areas are shown on Map 2 and Map 3, respectively. The boundaries of the Germantown Town Center is shown on Map 4. Detailed boundaries of other policy areas are shown in Appendix 4 of the FY 93 Montgomery



# MAP 1

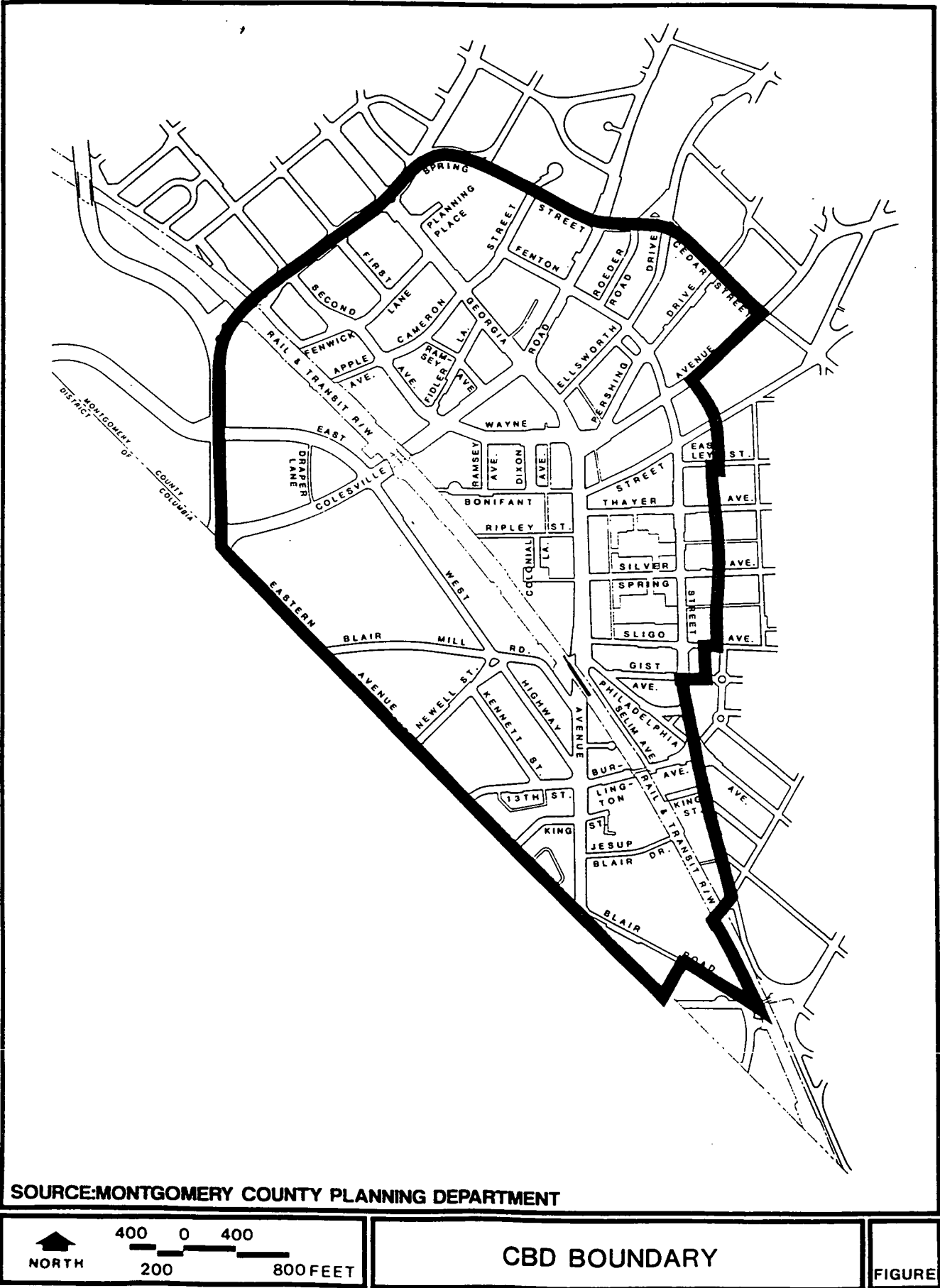
## NEW POLICY AREAS BY NEW TRAFFIC ZONES WITH RESTRUCTURING

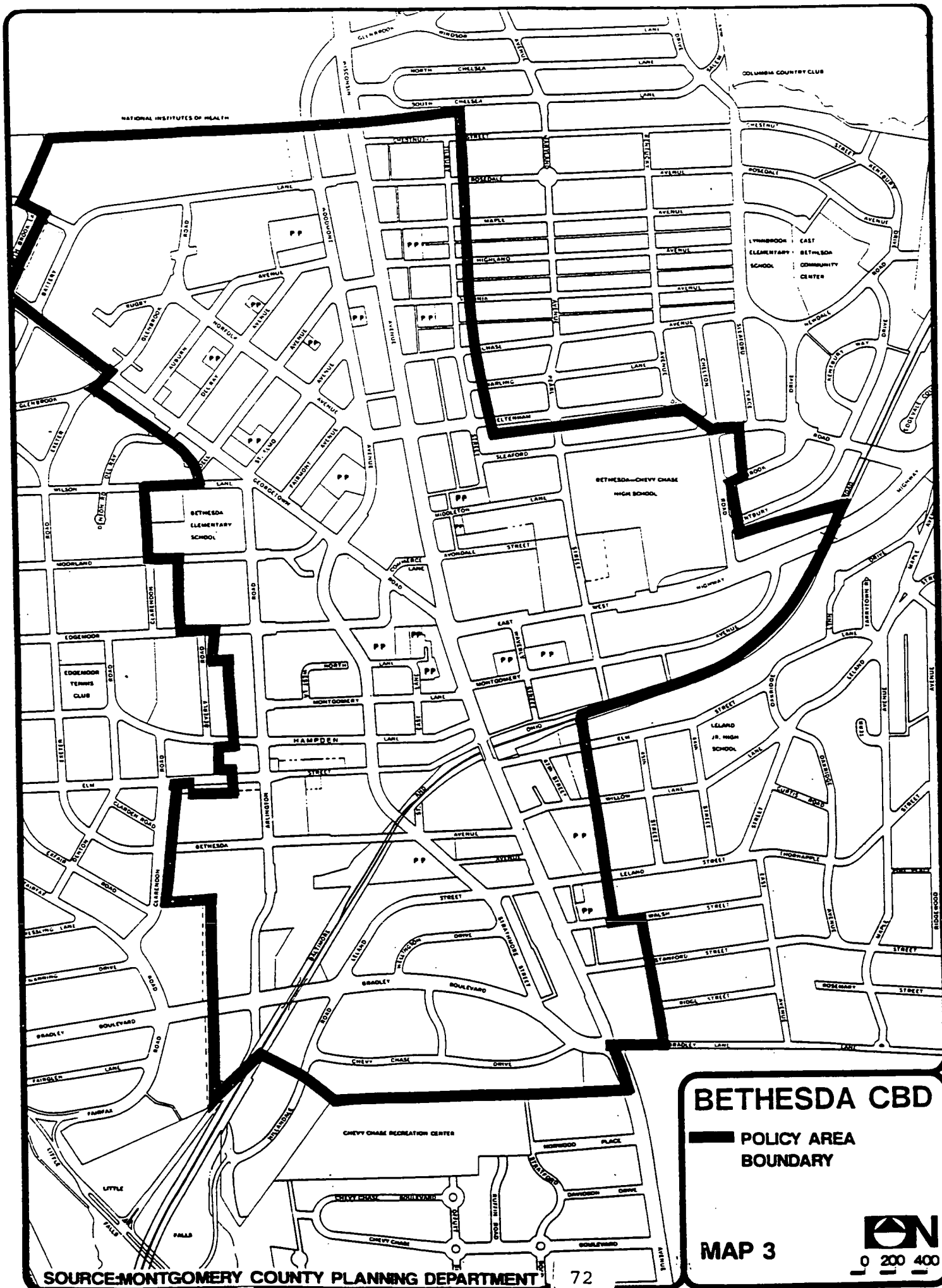
MONTGOMERY COUNTY, MARYLAND

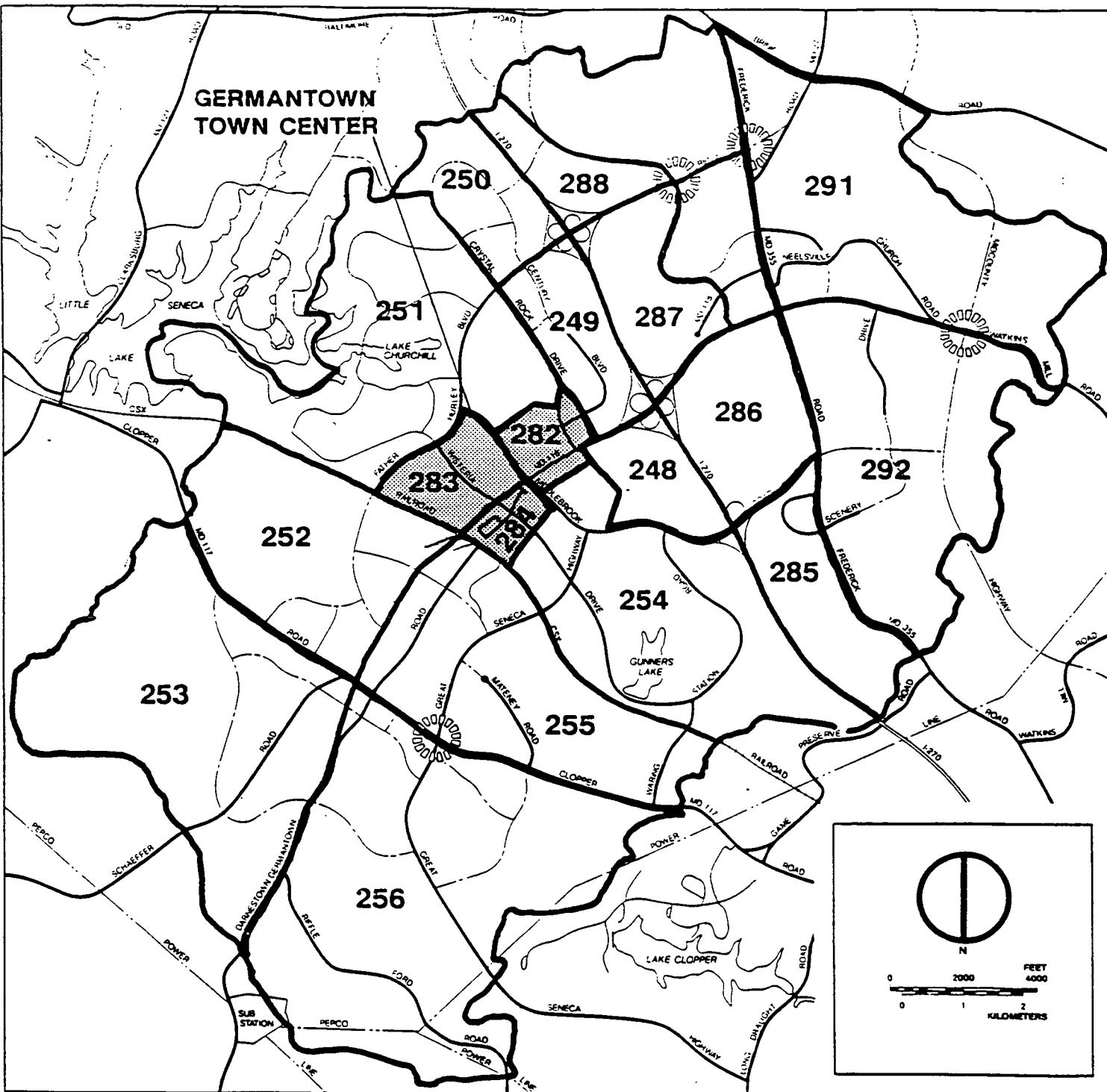


- Policy Area Boundaries
- Traffic Zone Boundaries
- 100 Traffic Zone Numbers

MAP 2 SILVER SPRING CBD POLICY AREA BOUNDARY







# **NEWER TRAFFIC ZONES IN GERMANTOWN**

**Comprehensive Amendment  
to the Master Plan for Germantown**  
Montgomery County, Maryland

The Maryland-National Capital Park and Planning Commission

**MAP 4**

County Planning Department's Staff Draft Annual Growth Policy. However, except for Shady Grove, each proposed Metrorail station area that was not created for FY 93, remains in the same policy area that it was included in FY 92. Shady Grove becomes part of the Derwood/Needwood/Washington Grove/Shady Grove policy area. The boundaries of the Gaithersburg City and Rockville City policy areas reflect existing municipal boundaries, except where the cities are expected to annex properties in the near future or where County regulated land is surrounded by city regulated land. The boundaries of these municipal policy areas do not automatically change with any changes in municipal boundaries but will require affirmative Council action.

Map 5 shows the policy areas, and the standards of transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides alternative modes of travel for many travelers in the area. In that way, there is an opportunity for an approximately equivalent overall transportation level of service to the residents and employees throughout the County.

Chart 1 provides a refined basis for showing the correspondence between transit availability and the average level of service standards. It is based primarily upon the material presented in Chapter 6 of the Planning Department background report Measuring and Evaluating Transportation Levels of Service, issued in late 1991. In Chart 1, combinations of transit service that provide increased coverage and frequency and with more accessible and closer spaced stations and stops, are ranked as defining a higher level of transit service.

These underlying conceptual and operational measures of coverage, route density, frequency of service, and accessibility to transit are used primarily in a qualitative manner to describe and rank order the six different transit LOS categorical definitions in Chart 1. This approach takes into account fixed guideway transit systems such as Metrorail, MARC commuter rail, or possible light rail trolley systems. It also applies to bus-based transit systems, high occupancy vehicle priority systems, and auto dependent transit systems which are based in large part on park/ride access as opposed to walk and bus access.

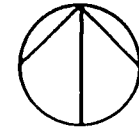
Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs and housing units derived from interim market projections) to the County and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribu-

heuristic

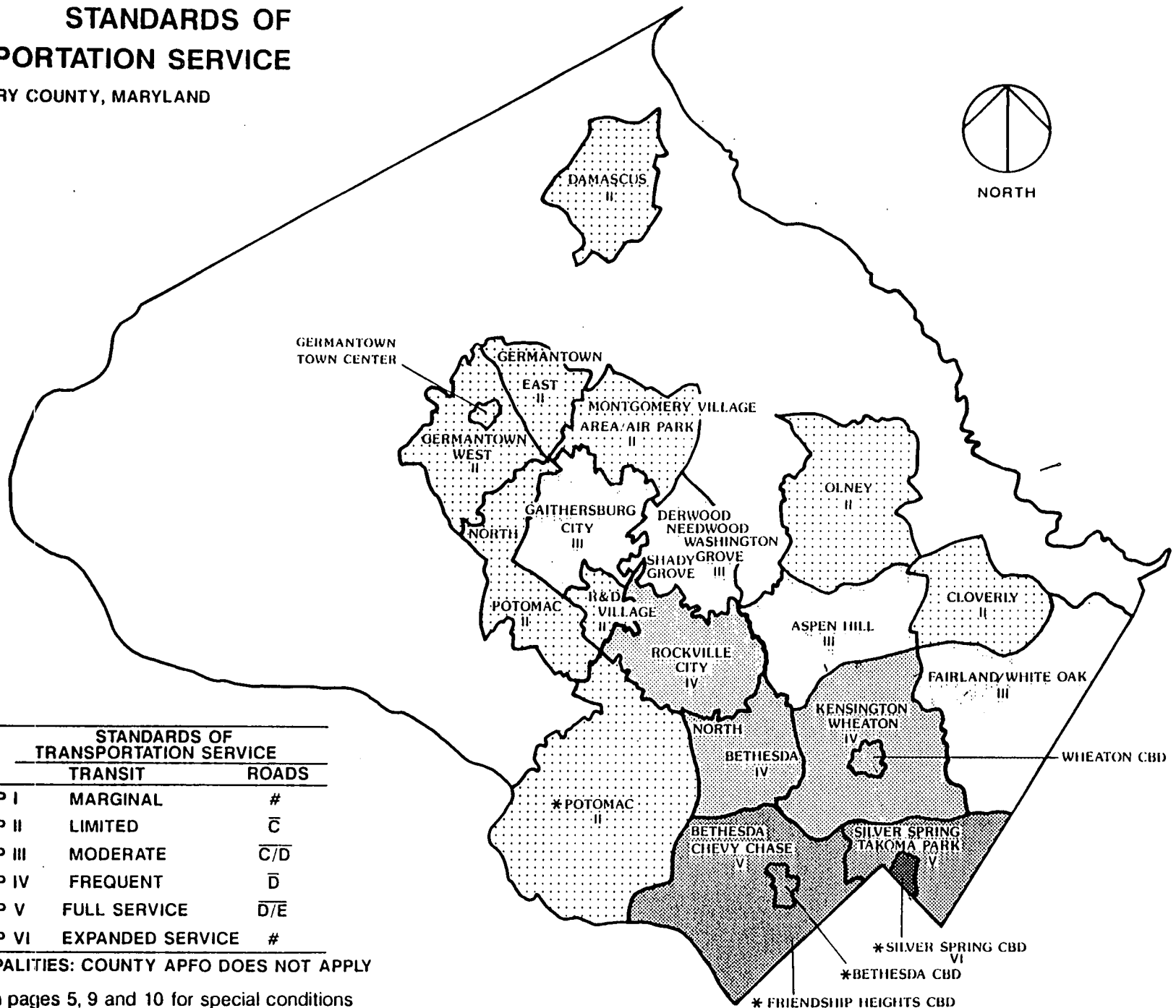
maintain balance  
current staff  
and

# MAP 5 STANDARDS OF TRANSPORTATION SERVICE

MONTGOMERY COUNTY, MARYLAND



NORTH



KEY	STANDARDS OF TRANSPORTATION SERVICE	
	TRANSIT	ROADS
GROUP I	MARGINAL	#
GROUP II	LIMITED	C
GROUP III	MODERATE	C/D
GROUP IV	FREQUENT	D
GROUP V	FULL SERVICE	D/E
GROUP VI	EXPANDED SERVICE	#

Note: MUNICIPALITIES: COUNTY APFO DOES NOT APPLY

# See text on pages 5, 9 and 10 for special conditions

\* See page 5 for a discussion of different master plan guidelines

**CHART 1: QUANTIFYING THE CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS**

Average Roadway Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Base Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
			Representative Quantification Measures**				
			1. Number of Park/Ride Spaces Serving the Policy Area	2. Average Bus Frequencies in AM Peak Hour on Combined Routes <i>(Buses per hour)</i>	3. Number of Parking Spaces in Fringe Parking Lots	4. Average Frequency of Commuter Rail AM Peak Hour <i>(Trains per hour)</i>	5. Average Frequency of Metrorail in AM Peak Hour <i>(Trains per hour)</i>
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not available
C	II	Limited	Limited number of park/ride spaces  <i>100 to 500</i>	Limited coverage and frequency  <i>2 to 3.5</i>	Limited park/ride spaces or lots with local bus service  <i>100 to 500</i>	Limited park/ride access and walk access  <i>3 to 6</i>	Park/ride and kiss/ride access limited to nearby stations outside of the area  <i>0</i>
C/D	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service  <i>500 to 1,000</i>	Moderate coverage, service limited to policy frequencies  <i>3.5 to 5</i>	Moderate express bus service in conjunction with a system of park/ride lots  <i>500 to 2,250</i>	Moderate parking or walk access with system transfers  <i>6 or more</i>	Moderate station coverage and train frequencies in the area with associated feeder access  <i>0 to 15</i>
D	IV	Frequent	Very good number of park/ride spaces and moderate kiss/ride service  <i>1,000 to 1,500</i>	Moderate coverage, combined policy and frequent demand-based service  <i>5 to 8</i>	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ride lots  <i>More than 2,250</i>	Same as Group III above	More dense spacing of stations and bus routes, frequent train service  <i>15 to 35</i>
D/E	V	Full	Substantial park/ride with full reliance on kiss/ride access  <i>1,500 to 2,250</i>	Full area coverage and a large number of routes with frequencies based on demand  <i>8 to 10</i>	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access  <i>More than 35</i>
*	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies, 100 buses on all routes in PM Peak Hour	Same as Group IV above	Same as Group III above	Full frequency, station in designated CBD with controlled parking and Transportation Mgmt. District  <i>More than 35</i>

\* See text of the adopted AGP for methods and standards of measuring traffic.

\*\* Other measures also are used in quantifying level of service; see supporting documentation.

Source: Montgomery County Planning Department, June 1991.

tion that matches as closely as possible to the average level of service standard for each policy area.

The allocation of transportation capacity between jobs and housing by the County Council reflects its approach to the General Plan recommendation that jobs and housing be balanced. Attainment of that goal is often expressed by the ratio that describes the relationship between the number of employed residents per household to the number of jobs per household. Since the current jobs-to-housing ratio of existing and approved development is tilted towards jobs, allocations of new capacity, as well as allocations of any reductions in capacity, should generally favor housing.

Some modifications to this approach may be made in specific policy areas to reflect the character of an area and its related development policies as set forth in the relevant master plan(s) and the size and allocation of jobs and housing in the existing base and pipeline of development. Modifications may also be made to avoid or reduce the duration of any subdivision moratorium or to address specific equity considerations. The product of these adjustments is tested against the appropriate level of service in the transportation model to determine the specific ceiling allocation as described above. The staging ceilings established by this method are shown in Table 1.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Because of the unique nature of the Georgetown Branch Trolley Project in comparison with other transportation systems which are normally used in calculating development capacity, it is prudent to approach the additional capacity from the system in a conservative way, particularly with respect to the timing of capacity and the amount of the capacity recognized. Therefore, the counting of capacity from the Georgetown Branch Trolley Project will not occur until the actual system is constructed and operating, or at least until there is reasonable certainty as to its exact date of operation and amount of actual ridership.

With regard to developer participation projects for MD 118, Father Hurley Boulevard, and MD 117, the counting of additional capacity from these roads must not occur until:

1. proposed developer contributions have been committed by written agreement with the Department of Transportation and the Planning Board;



Table 1  
FY 93 AGP Transportation Ceilings  
January 1, 1991 Base

Policy Areas <sup>1</sup>	FY 93 Draft Net Jobs Ceiling <sup>2</sup>	FY 93 Draft Net Housing <sup>2</sup> Ceiling <sup>2</sup>
Aspen Hill	348	(2,212)
Bethesda CBD	3,457	1,085
Bethesda/Chevy Chase	10,949	3,777
Cloverly	(85)	(1,740)
Damascus	708	(617)
Derwood/Needwood/Wash. Grove/Shady Grove	219	2,029
Fairland/White Oak	(3,321)	70
Gaithersburg City	8,254	2,930
Germantown East	14,888	4,389
Germantown West	8,168	2,101
Germantown Town Center	3,164	102
Kensington/Wheaton	4,250	2,504
Montgomery Village/Airpark	582	(1,621)
North Bethesda	3,961	4,165
North Potomac	150	(3,269)
Olney	620	1,840
Potomac	2,805	3,031
R & D Village	11,198	3,516
Rockville City	10,260	1,516
Silver Spring CBD	10,826	3,382
Silver Spring/Takoma Park	1,545	2,633
Wheaton CBD	2,835	1,540
Totals	99,187	40,610

<sup>1</sup> Group I Policy Areas (e.g., Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 93-98 CIP or FY 92-97 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

<sup>3</sup> Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints. Development in the Bethesda CBD is controlled by the Cordon Capacities established in the CBD Sector Plan. Development in the Silver Spring CBD is controlled by the limits established in the Silver Spring Sector Plan.

<sup>4</sup> Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1991.

2. construction of roads is certified in the Approved Road Program as having 100 percent of the funds appropriated for construction costs and the County Executive has determined that construction will begin within 2 years; and
3. conditions of preliminary plan approval ensure that construction of the proposed development will not precede construction of the necessary road capacity.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. The continuous updating shall include all changes to the amount of development approved under outstanding preliminary plans, with the exception of those which result from the discovery of accounting errors. Such errors shall be reported to the Council each year in May prior to the Council's adoption of the AGP and shall be reported on a quarterly basis, or more frequently, to the Planning Board who may bring them to the attention of the Council if the Board judges them to be significant. (Table 2 shows the net capacity remaining as of September 26, 1991.) The Planning Board should maintain a periodically updated queue list of applicants for preliminary plan of subdivision approval.

When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below.

**(b) Silver Spring CBD Policy Area Ceiling**

The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 5 and Chart 1. The boundaries of the new policy area are shown on Map 2.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- o All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;
- o The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted average standard of D/E;
- o The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles in the peak hour; and

Table 2  
Remaining Capacity Under  
FY 93 Transportation Ceilings as of September 26, 1991  
January 1, 1991 Base

Policy Areas <sup>1</sup>	FY 93 Draft Net Jobs Ceiling <sup>2</sup> A	Pipeline 9/26/91 B	FY 93 Remain- ing Capacity C=A-B	FY 93 Draft Net Housing Ceiling <sup>2</sup> D	Pipeline 9/26/91 E	FY 93 Remain- ing Capacity F=D-E
Aspen Hill	348	14	334	(2,212)	2,933	(5,145)
Bethesda CBD <sup>3</sup>	3,457	3,142	315	1,085	585	500
Bethesda/Chevy Chase	10,949	2,954	7,995	3,777	1,336	2,441
Cloverly	(85)	100	(185)	(1,740)	367	(2,107)
Damascus	708	623	85	(617)	347	(964)
Derwood/Needwood/Wash. Gr./Shady Gr.	219	2,614	(2,395)	2,029	137	1,892
Fairland/White Oak	(3,321)	6,918	(10,239)	70	1,893	(1,823)
Gaithersburg City	8,254	13,055	(4,801)	2,930	2,211	719
Germantown East	14,888	14,962	(74)	4,389	4,340	49
Germantown West	8,168	9,908	(1,740)	2,101	2,956	(855)
Germantown Town Center	3,164	3,164	0	102	102	0
Kensington/Wheaton	4,250	287	3,963	2,504	556	1,948
Montgomery Village/Airpark	582	5,770	(5,188)	(1,621)	2,601	(4,222)
North Bethesda	3,961	11,586	(7,625)	4,165	1,341	2,824
North Potomac	150	254	(104)	(3,269)	1,635	(4,904)
Olney	620	940	(320)	1,840	2,550	(710)
Potomac <sup>3</sup>	2,805	655	2,150	3,031	1,360	1,671
R & D Village	11,198	14,055	(2,857)	3,516	2,210	1,306
Rockville City	10,260	17,452	(7,192)	1,516	1,353	163
Silver Spring CBD <sup>3</sup>	10,826	9,885	941	3,382	2,010	1,372
Silver Spring/Takoma Park	1,545	903	642	2,633	337	2,296
Wheaton CBD	2,835	87	2,748	1,540	31	1,509
Totals <sup>4</sup>	99,187	119,328	19,173	40,610	33,191	91,597

<sup>1</sup> Group I Policy Areas (e.g., Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 93-98 CIP or FY 92-97 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

<sup>3</sup> Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints. Development in the Bethesda CBD is controlled by the Cordon Capacities established in the CBD Sector Plan. Development in the Silver Spring CBD is controlled by the limits established in the Silver Spring Sector Plan.

<sup>4</sup> Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1991.

- o The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below.

The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long-term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, 250 are reserved for standard method projects, and a net remaining housing capacity of 3,382 dwelling units meet these administrative guidelines. As of September 26, 1991, the remaining capacity for jobs is 941 using an office employee multiplier of 225 square feet per job. As of September 26, 1991, the remaining capacity for housing is 1,372. (The pipeline does not yet count projects which only have project plan approval such as Cameron Street.) The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

- o **Parking constraint**

A maximum of 17,500 public and private long-term spaces when all nonresidential development is built (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long-term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

- o **Commuting goals**

For employers with 25 or more employees, attain 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; during the peak periods, or attain any combination of employee mode choices that results in at least 46 percent non-drivers during the peak periods.

For new nonresidential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle during the peak periods, or attain any combination of employee mode choice that results in at least 50 percent non-drivers during the peak periods.

Progress toward the goals should be measured annually by using scientific, statistically valid survey techniques.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in Chapter 42A, Article II, of the County Code.

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

**(c) Special Ceiling Allocation for Affordable Housing and Health Care Facilities.**

The County's policy of balancing growth in each policy area with the supply of public facilities may have the effect of undermining other important County policies for the provision of: 1) a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate income families, and 2) reasonably accessible health care facilities. This subsection provides a limited exception to policy area review requirements to ensure that these policies are not undermined. The Planning Board may approve subdivision applications for affordable housing and health care facilities in any policy area with insufficient net remaining capacity, according to the following guidelines:

**(i) Affordable Housing**

- (1) An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20 percent of the units are occupied by households at or below 50 percent of the area median income, adjusted for family size, or 40 percent of the units are occupied by households at or below 60 percent of the area median income, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter into an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years. These requirements include the provision of any MPDUs.
- (2) Except as provided in paragraph (3), in a policy area with insufficient remaining capacity, the Planning Board may approve in FY 92 not more than:

- (a) 125 units for projects owned or controlled by HOC;
  - (b) 300 units for privately owned affordable housing development; or
  - (c) an aggregate of 300 units in a policy area with both HOC owned and controlled developments and privately owned affordable housing developments.
- (3) The Planning Board must not approve additional housing units in a policy area that has been in a moratorium for new housing subdivision approvals for more than 4 consecutive years if:
- (a) the remaining capacity for the policy area is -2,000 housing units or more in deficit; and
  - (b) the Planning Board has cumulatively approved 500 housing units under this special ceiling allocation.

X P.B.  
rec.

The limitation under subparagraph (b) of this paragraph may be exceeded in FY 92 by units pending preliminary plan approval by the Planning Board or owned by HOC as of June 27, 1991 and shown on Chart 2. The maximum amount of units that may be approved is 664 as shown in column 2 (total number of units) on Chart 2.

Subject to the housing unit cap under paragraph (2), approvals under this special ceiling allocation may resume if the deficit in remaining capacity in the policy area has been reduced under -2,000 housing units (i.e., less negative than -2,000) but only to the extent that transportation capacity has increased (as calculated from the -2,000 housing unit point) due to a programmed transportation improvement that is either under construction or is funded for construction in the fiscal year for which the special ceiling allocation is requested from the Planning Board.

If the subdivision moratorium is eliminated in a policy area subject to this paragraph and is later reinstated, the calculation of the number of cumulative housing units approved under this special ceiling allocation starts at zero.

A review by the Planning Board and the Executive of the appropriateness of the standard for counting staging ceiling capacity associated with a resumption of the special ceiling allocation has been requested as a FY 92 follow-up item. See, Section IV of the Resolution.

**(ii) Health Care Facilities - General**

- (1) "Health care facility" and "medical service" have the meanings defined in Title 19 of the Health - General Article

AGP STATUS  
SPECIAL CEILING ALLOCATION FY 88-91  
FAIRLAND/WHITE OAK POLICY AREA

CHART 2

Approved and Under Regulatory Agreement	Total No. of Units	Asst. Units	Traffic Zone	HOC Approval	PB Approval	Status
Burnt Hill Crossing	96	96	198	8/88	FY 89	Complete. An additional 40 units by site plan cannot be built until 1998. Those units are not counted in this chart.
<u>Blackburn Village</u>	73	16	213			
Rebold Property - 1-85148; 7/6/89				3/89	FY 90	Site plan approved 7/19/90 for combined
Tolson/Bond Property - 1-85139; 9/21/89				6/89	FY 90	Rebold-Tolson Bond. Regulatory Agreement 1/91.
<u>Pending HOC Agreement</u> - PP* # and Date Approved						
DeCosta Property** - 1-85220; 9/27/90	104	32	213	5/90	FY 91	Site Plan approved 04/11/91 (Dring's Reach Apts)
<u>Pending Site Plan Approval</u> <u>by Planning Board</u> - PP* # and Date Approved						
Soper Property - 1-88119; 7/12/90	84	17	213	4/90	FY 91	P&P approved 84 units
Paint Branch Crossing - 1-85021	112	23	210	12/90	FY 91	P&P approved 112 units 6/27/91.
TOTAL APPROVED	469					
<u>Pending Preliminary Plan</u> <u>Approval by Planning Board</u> - PP*#						
Paint Branch Crossing - 1-85021	79	16	210	12/90		Balance of 191 unit project scheduled for FY 92 P&P approval
Percon at Marlow Road - 1-83171	40	18	209	12/90		Preparing to submit to P&P. Affordable complement based on 89 unit subdivision. 49 units are built.
Fairland Gardens	38	8	208	12/90		Preparing to submit to P&P.
<u>HOC Owned</u>						
Smith Village Site	38	38	205			
TOTAL PENDING PB APPROVAL	195					
TOTAL CUMULATIVE	664	264				
<u>Approved by HOC/Denied by Planning Board</u>						
Blackburn Road Property - 1-85145	80	16	213	4/90		P&P denied approval on 9/27/90 due to over impacting road.

\* Preliminary Plan

\*\* Includes Robey Road 37 unit site owned by HOC, as of 7/90, is in the process of transferring to the Montgomery Housing Partnership.

of the Maryland Code. "Health care facility" does, however, include kidney disease treatment facilities. It includes a medical office building and medical or dental clinic, as permitted in the zoning ordinance, provided that no general office space is leased or otherwise made available. It does not include home health care agencies.

(2) Assuming all other requirements for preliminary plan approval are met, and subject to all limitations of this subsection, the Planning Board may grant a special ceiling allocation for a health care facility if:

(a) a State certificate of need has been issued for a health care facility requiring such approval, or

(b) for facilities not requiring a certificate of need, a determination is made under this paragraph that:

(I) a need exists for the proposed health care facility due to an insufficient number of practitioners or facilities providing similar medical services presently available to existing or previously approved concentrations of population within the policy area and that the applicant reasonably can be expected to serve that specific need, and

(II) the needs to be served by the health care facility cannot be reasonably accommodated in existing or previously approved (but unbuilt) general office space within the policy area.

**(iii) Health Care Facilities - Procedures**

(1) Upon receipt of a request for a special ceiling allocation under subparagraph (ii)(2)(b), the Planning Board must refer the request to: (1) the Office of Zoning and Administrative Hearings with procedural instructions for a hearing on the request and (2) the Director of the Department of Health for the director's recommendation on the issue of need under subparagraph (ii)(2)(b)(I).

(2) The applicant must voluntarily consent to a deferral of its application before the Planning Board until after completion of proceedings before the hearing examiner. Requests must be considered on a first come, first served basis in the making of the request for the special ceiling allocation. The Director of Health must make its recommendation to the hearing examiner, which shall become a part of the hearing record. The hearing examiner must transmit both the record and a recommendation to the Planning Board in accordance with the Board's procedural instructions. The Planning Board may rely on the record before the hearing examiner without need for further testimony. As with



other subdivision issues, the applicant has the burden of producing evidence to support its request and the burden of proof on all applicable standards.

**(iv) Health Care Facilities - Findings**

- (1) In making a determination of need under subparagraph (ii)(2)(b)(I), the following factors, among other relevant information, should be considered: (1) the recommendation of the Director of the Department of Health, (2) any state or local health plan for the area, (3) the type of medical service and number of practitioners providing the service who are located within the policy area or within a reasonable distance in contiguous policy areas, (4) the business plan of the applicant, (5) occupancy projections, including proposed lease or similar arrangements, and (6) any proposed acquisition or relocation of specialized medical equipment.
- (2) In making a determination on the practicality of existing or planned general office space to reasonably accommodate the needs served by the proposed health care facility under subparagraph (ii)(2)(b)(II), the following factors, among other relevant information, must be considered:
  - (a) the certainty of suitable general office space becoming available within the time frame proposed by the applicant;
  - (b) the need for special construction (i.e., sound proofing, lead lined walls, or other facilities or construction not normally provided in general office space), plumbing, electrical (i.e., dedicated lines for special equipment), or similar requirements for at least a majority of occupants;
  - (c) if otherwise suitable general office space is in close proximity to or is likely to serve (based on proposed lease or similar arrangements) other health care facilities, medical practitioners, or related services; and
  - (d) the likelihood that otherwise suitable general office space will be able to satisfy the needs identified under subparagraph (ii)(2)(b)(I), based on the current marketing plans of the owner of the general office space, cost to the practitioner or health care facility, or other market factors.

A negative finding under either item (a), (c), and (d), above, or an affirmative finding under item (b), above, is sufficient to satisfy the standard under subparagraph (ii)(2)(b)(II).

**(v) Health Care Facilities - Special Limitations**

- (1) The Planning Board must not approve a preliminary plan for a medical office building or medical or dental clinic under this paragraph that is expected to produce more than 50 new or additional jobs.
- (2) A health care facility must not be granted more than one special allocation under this paragraph.
- (3) Not more than 50 jobs may be approved in a policy area, or 100 jobs, in the aggregate County-wide, in FY 93.
- (4) The applicant must enter into an agreement with the Planning Board to maintain the development as a health care facility for a period of at least 15 years and to undertake appropriate traffic mitigation measures.

**(vi) Special Ceiling Allocations - General Requirements**

- (1) Any development approved under this subsection must meet all zoning requirements and all other subdivision requirements, including standards for Local Area Transportation Review.
- (2) Development approved under this subsection will be added to the pipeline.
- (3) The final draft Annual Growth Policy for FY 93 must contain a list of all pending or approved development under this subsection.

**(d) Ceiling Flexibility for Developer Participation Projects**

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the Annual Growth Policy shall be used in evaluating an application to be approved under these ceiling flexibility provisions.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Transportation Review standards. The nature, design, and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement prior to record plat approval.

The phrase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based:

**(i) Full-Cost Developer Participation**

In cases where the applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit, or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

**(ii) Partial-Cost Developer Participation**

Partial-cost developer participation is available for certain types of development projects under certain circumstances described below. In cases of proposed partial-cost developer participation, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity only if the following criteria, standards, and requirements set forth in paragraphs (1) and (2) below are met. Related guidance to the Planning Board is set forth in paragraph (5), including provisions relating to approval of, and participation by, other subdivision

applicants. Procedures and requirements for executive and legislative action for partial-cost developer participation are contained primarily in paragraphs (3) and (4).

**(1) Eligible Project Criteria**

- (a) The project has a development staging plan beyond 4 years and enables the consolidation or expansion of an employer already located in the County or allows the establishment of facilities for a new employer. Employer facilities must be primarily for specific and defined employment needs of the employer and not for the sale or leasing of speculative office, industrial, or retail commercial space. The employer's business plan, purchase or lease arrangements, staging plan, occupancy projections, and other relevant factors should be considered to determine the primary purpose of the proposed facilities; or
- (b) The project has a development staging plan extending beyond 4 years and enables planned development of superior and integrated design and/or transit serviceability in zoning categories that expressly allow partial-cost developer participation as designated by the District Council;
- (c) The project is to be located in the Research and Development Village, including the County-owned Life Sciences Center, as identified in the approved and adopted Master Plan; or
- (d) The project is to be located in the Germantown Town Center, as identified in the approved and adopted Germantown Comprehensive Master Plan.

**(2) Public-Private Participation Requirements**

- (a) Additional transportation facilities proposed to serve an eligible project must be sufficient, when combined with net remaining capacity, to provide policy area capacity for both the eligible project and other completed subdivision applications that have been filed earlier than that of the eligible project within the policy area.
- (b) The applicant for the eligible project agrees to condition subdivision approval on a staging schedule which will link the issuance of specific building permits receivable in each staging period to the execution of specific transportation construction contracts in the same staging period.

- (c) The applicant for the eligible project must construct or agree to pay all costs for all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the State Consolidated Transportation Program (CTP).
  - (d) The applicant for the eligible project agrees to contribute transportation facilities and/or cash in a minimum amount of the greater of the following:
    - 1. A total of 35 percent of the cost of all additional transportation facilities, with the cost determined as of the date of execution of the construction contract; or
    - 2. A contribution of 100 percent of the costs of all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the adopted CTP; such costs are to be determined as of the date of execution of the construction contract for that transportation facility; or
    - 3. Impact fees, if applicable, at the date of issuance of building permit.
  - (e) All applicants with residential components agree to be subject to special conditions with regard to school capacity, as described in Section B, Guidelines for Public School Facilities, below.
  - (f) The applicant for an eligible project must execute a memorandum of understanding with the County Executive prior to Council action under paragraph (4)(b) specifying the private sector commitments under this paragraph. A separate participating subdivision applicant may also execute the memorandum of understanding. An applicant must agree in the memorandum of understanding that the public improvement agreement be made a condition of subdivision approval.
- (3) Procedures and Action - Executive**

All formal requests for staging ceiling flexibility under this provision must be made in writing to the County Executive after the applicant has filed a complete subdivision application with the Planning Board.

The County Executive must review the request and determine whether or not to recommend authorizing legislation and/or a CIP amendment. The following items, among other relevant factors, should be considered:

- (a) whether the proposed subdivision plan constitutes an eligible project and otherwise meets all requirements of this subsection;
- (b) whether the proposed additional transportation facilities are consistent with the Executive's transportation program in terms of timing, location, design and cost;
- (c) the effect of the proposal on County operating budget or capital programs;
- (d) the financial and managerial capability of the applicant to undertake all requirements of this subsection utilizing current estimates of rights-of-way, design, and construction costs, adjusted for inflation to the date expected for their payment; and
- (e) the existence of unresolved transportation programming, fiscal, or other policy issues.

On not less than a quarterly basis, the County Executive must transmit to the Council and Planning Board all written requests for partial cost developer participation that were not recommended and a brief description of the reason. The Council may request the County Executive to re-evaluate a request, provide greater detail, or initiate appropriate budgetary or legislative action.

**(4) Procedures and Action - County Council**

- (a) All proposed CIP amendments and requests for legislative special capital improvement project authorizations must be considered by the Council in accordance with all applicable fiscal and legislative procedures. In addition to any other information required to be submitted under law, the County Executive should submit to the Council information describing:
  - 1. the eligible project for which the facilities are necessary;
  - 2. the proposed staging schedule for both the facilities and the project;

3. public facility programming issues;
4. the impact on the County's finances, including the affordability of the proposed public facility program; and
5. a memorandum of understanding specifying, among other things, the private sector commitments under paragraph (2) above.

Before Council action, the Planning Board should comment on the public facility issues presented by the special capital improvement project legislation or CIP designation, the relationship between the additional transportation facilities and the proposed staging schedule, the effect on policy area ceilings, and any other relevant matters, as appropriate.

(b) For additional transportation facilities required under paragraph (2)(a), above, to be available for partial-cost developer participation under this subsection, the County Council must:

1. enact all authorizing legislation or resolutions that would be required under law for the facility, and
2. designate the additional transportation facilities in the CIP, as appropriate for partial cost developer participation or as being fully funded by the private sector.

Transportation facility projects remain subject to all necessary applicable appropriations and federal, state, and local regulatory or other approvals.

(c) Subsequent to any favorable County Council action, the County Executive, or designee, must execute a detailed public improvement agreement that formalizes the memorandum of understanding. The County Executive must periodically report to the Council on the status of public improvement agreements under this subsection and notify the Council of any material changes in circumstances affecting its legislative actions under the partial-cost developer participation provisions.

**(5) Planning Board Action; Other Subdivision Applicant Participation**

- (a) In its determination of whether transportation facilities are adequate to meet the needs of an eligible project, the Planning Board may count

those facilities that have received favorable Council action under paragraph (4)(b), above, for both policy area ceilings and Local Area Transportation Review, without the need for those facilities to be shown in the Approved Road Program.

- (b) The Planning Board may similarly count these facilities and approve a subdivision plan with a completed application filing date that is earlier than that of the application of an eligible project if the applicant agrees to participate in the provision of additional transportation facilities, on a proportional trip generation or other agreed cost basis, and in accordance with the staging and public school requirements set forth in paragraph (2)(b) and (e), above. A public improvement agreement may include all participating subdivision applicants.
- (c) A non-participating applicant with an earlier application filing date than the eligible project may have its application approved within the same general time period as the eligible project if it meets normal Local Area Transportation Review requirements; however, it must be conditioned so that building permits will be approved only when building permits for the eligible project or participating subdivisions are eligible for approval. A non-participating applicant remains subject to all Local Area Transportation Review and other regulatory requirements.

**(iii) Miscellaneous Provisions**

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

**(e) Ceiling Flexibility - De Minimis Impacts**

**(i) General.**

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no



more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review.

**(f) Amendment of Policy Ceilings**

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

**(g) Allocation of Staging Ceiling to Preliminary Plans of Subdivision**

The Planning Board allocates available staging ceiling capacity in a policy area based on the queue date of an application for preliminary plan of subdivision approval.

**(i) Assignment of queue date**

The queue date of a preliminary plan of subdivision is the date:

- (1) a complete application is filed with the Planning Board;
- (2) a traffic study is filed, if required, to obtain a new queue date under paragraph (iv)(2); or
- (3) 6 months after the prior queue date if the prior queue date expires under subparagraph (iii)(1)(a) and the application does not require a traffic study.

**(ii) Calculation of available staging ceiling capacity**

The Planning Board determines whether there is adequate staging ceiling capacity available for a project by subtracting the capacity required by projects with earlier queue dates from the remaining capacity on Table 2, as updated periodically. Based on this calculation, the Planning Board may:

- (1) approve a project for which there is sufficient capacity;
- (2) approve part of a project for which there is sufficient capacity, leaving the remainder of the project in the queue until additional capacity becomes available;

- (3) deny an application for a project for which there is insufficient capacity; or
- (4) defer approval of a project and leave the project in the queue until sufficient capacity becomes available for all or part of the project. In situations where there is insufficient capacity, staff must not schedule a hearing on the application unless the applicant requests one.

If there is sufficient capacity for a project based on the queue date, the Planning Board must not deny an application based on pipeline (but not staging ceiling) changes while the queue date is in effect.

**(iii) Expiration of queue date**

- (1) A queue date for an application for preliminary plan of subdivision approval expires:
  - (a) 6 months after the queue date if there was sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not approved the application or granted an extension of the queue date (see paragraph 2 below);
  - (b) 6 months after sufficient capacity becomes available for the entire project if a traffic study is not required under paragraph (iv)(1);
  - (c) 6 months after a traffic study is filed if required under paragraph (iv)(1); or
  - (d) on the applicant's failure to request background data, to submit a traffic study, or to submit a complete updated traffic study after notice that a study is incomplete, all within the time limits in subsection (iv).
- (2) The Planning Board may grant one or more 6-month extensions of a queue date if the applicant demonstrates that a queue date expired or will expire because of governmental delay beyond the applicant's control. Planning Board staff may grant one 6-month extension of a queue date for Health Department approval of individual sewage disposal or wells. Any additional queue date extensions for Health Department approval may only be granted by the Planning Board.

**(iv) Traffic studies**

- (1) Required when sufficient capacity becomes available.

The queue date of an application for which there is not sufficient staging ceiling capacity when the complete application is

filed will expire when sufficient capacity becomes available, unless the applicant:

- (a) requests background data from the Planning Board to prepare a traffic study within 1 month after capacity becomes available; and
- (b) submits a traffic study within 1 month after receiving the background data. However, if the Planning Board provides the background data between June 1 and September 15, the study must be submitted by October 15.

(2) Required to obtain a new queue date after expiration

If the queue date of an application which includes a traffic study expires, an updated traffic study must be filed to obtain a new queue date.

(3) Notice of incomplete traffic study

The Planning Board must notify an applicant within 15 days after a traffic study is filed if the study is incomplete. An applicant must file a complete traffic study within 30 days of receipt of the notice that a study is incomplete.

(2) Local Area Transportation Review (LATR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections or roadway links with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Transportation Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the areas contributing traffic to the following intersections will be subject to Local Area Transportation Review: (a) Montrose Road at Seven Locks Road, (b) Democracy Boulevard at Seven Locks Road, (c) Tuckerman Lane at Seven Locks Road, (d) Democracy Boulevard at Westlake Drive, (e) Westlake Drive at Westlake Terrace, (f) Westlake Drive at Tuckerman Lane, and (g) Bradley Boulevard at Seven Locks Road.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Transportation Review. These criteria will be used to accomplish: (a) safety for pedestrians and vehicles, (b) access to buildings and sites, and (c) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to

maintain traffic flow at tolerable levels in the Silver Spring CBD and protect the surrounding residential area.

Until a new sector plan is approved by the County Council, for analysis of properties located within the Friendship Heights Central Business District (as defined by the 1974 Friendship Heights Sector Plan), any traffic trips from approved and/or built projects on certain properties in the District of Columbia which exceed the total of 2,329 new trips allocated to those same properties in the District of Columbia pursuant and subject to the August 30, 1973 statement of the Inter-Jurisdictional Policy Task Force on Friendship Heights (as set forth in appendix "E" and referred to on pages 39-41 of the 1974 Friendship Heights Sector Plan), shall not be used in making a determination that local intersections are operating at adequate levels of service.

Local Area Transportation Review must be undertaken for subdivisions which would generate 50 or more peak hour automobile trips in either of the following circumstances:

- o For the policy area, total approved development is within 5 percent of the policy area ceiling; or
- o For the local area, the proposed development is located near a congested area.

In administering the Local Area Transportation Review (LATR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak-hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. For Groups II to V Areas, a peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Transportation Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Transportation Review. Administrative guidelines for LATR in the Silver Spring CBD Policy Area have been adopted by the Planning Board.

After consultation with the Council, the Planning Board may adopt administrative guidelines that allow use of a "delay" or queuing analysis to determine the level of congestion in appropriate geographic locations such as in urbanized areas or around Metrorail stations.

The nature of the LATR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate

reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Transportation Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program, and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Transportation Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so.

In its administration of Local Area Transportation Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LATR.

#### **B. Guidelines for Public School Facilities**

##### **(1) Geographic Area**

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters, as shown in Map 6. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

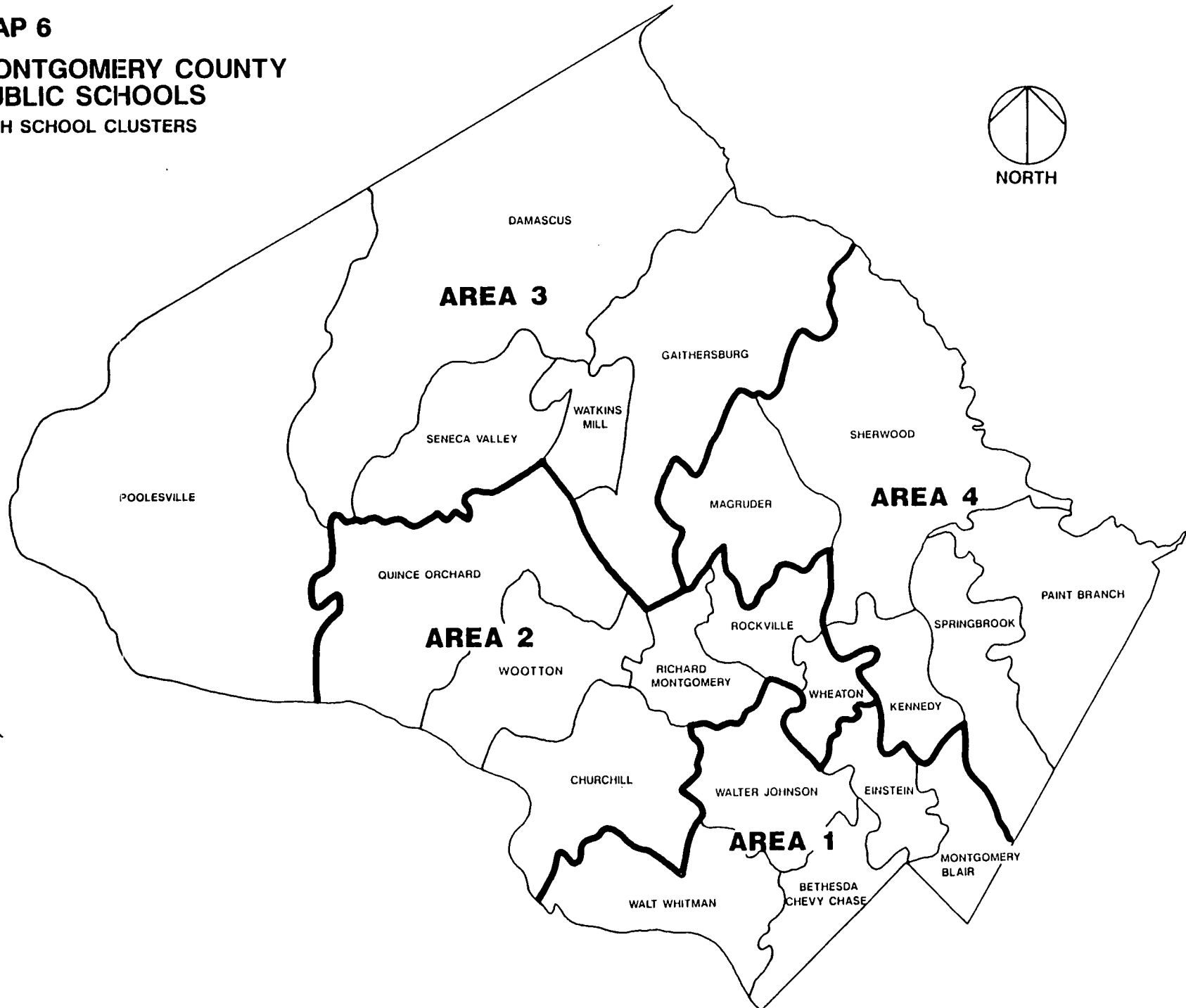
The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out.

If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

## MAP 6

### MONTGOMERY COUNTY PUBLIC SCHOOLS

#### HIGH SCHOOL CLUSTERS



**(2) School Capacity Measure**

The Council used 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 92-97 CIP, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half-day kindergarten where it is currently provided, 22 for all-day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

**(3) Grade Levels**

Each of the three grade level clusters, namely elementary, J/I/M, and high school, is assessed separately as part of the Annual Growth Policy. Using the approach outlined above, and assuming the approved FY 93-98 CIP, the Council declares school capacity for school year 1996 to be adequate for anticipated growth during FY 93 in all high school clusters. Tables 3, 4, and 5 present the results of this analysis.

The Planning Board, in its review of preliminary plans of subdivision, shall consider schools to be adequate for APFO purposes in all clusters for FY 1993.

**(4) Affordable Housing**

Because school capacity for Adequate Public Facility purposes has been determined adequate for 1993, the Special Ceiling Allocation for Affordable Housing may be invoked only with respect to transportation ceilings. The need for a Special Ceiling Allocation with respect to school capacity will be considered at such time capacity is inadequate for a particular policy area.

**(5) Ceiling Flexibility for Partial Cost Developer Participation**

When a subdivision with a residential component is approved for transportation capacity under the provisions of the Partial Cost Developer Participation subsection, the Planning Board may approve the subdivision for school facility adequacy if: (a) the subdivision is located in a school cluster area that has been designated as adequate for school capacity, and (b) the applicant agrees to condition his subdivision approval on a staging schedule, which will require the applicant to receive a subsequent APF approval for school capacity for all of the housing units that are scheduled in his staging plan to receive building permits after the end of the four-year period used in calculating school capacity in this Annual Growth Policy. This does not imply any obligation on the part of the Council to provide public school facilities in accordance with any staging plan, and the applicant may provide private resources for school sites and/or school construction in order to assure adequate school capacity.

## **Table 3**

**(Not Yet Available, Pending Publication  
of MCPS Enrollment Forecast and  
Requested FY 93 CIP)**



## **Table 4**

**(Not Yet Available, Pending Publication  
of MCPS Enrollment Forecast and  
Requested FY 93 CIP)**

## **Table 5**

**(Not Yet Available, Pending Publication  
of MCPS Enrollment Forecast and  
Requested FY 93 CIP)**

**C. Guidelines for Water and Sewerage Facilities**

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III), or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department.

Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

**D. Guidelines for Police, Fire and Health Services**

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency and will require, if necessary, additional data from the applicant to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the "most probable" forecast for the same year prepared by the Montgomery County Planning Department.

**E. Guidelines for Resubdivisions**

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- o Revisions to a preliminary plan which has not been recorded. Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- o Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or 1 percent of the combined area, whichever is greater) between owners of

adjoining properties for the purpose of small adjustments in boundaries.

- o Resubdivision of a recorded lot involving more than 2,000 square feet or 1 percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

**II. Timely Adequate Public Facilities Determination and Local Area Transportation Review under Chapter 8 - Buildings.**

- A. **General.** Except as "otherwise provided by law," an Adequate Public Facilities determination or Local Area Transportation Review conducted under Article IV of Chapter 8 must use the standards and criteria applicable under Section I. of this Resolution when evaluating the adequacy of public facilities to serve the proposed development.
- B. **Traffic Mitigation Goals.** Any proposed development that is subject to requirements for a traffic mitigation agreement under Article IV of Chapter 8 and Chapter 42A-9A of the County Code must meet the traffic mitigation goals specified in paragraphs (1) or (4), as appropriate.
  - (1) Subject to paragraph (2), the portion of peak-period nondriver trips by employees of a proposed development must be at least the following percentage greater than the prevailing nondriver mode share of comparable nearby land use:

(a) Group V Policy Areas:	100%
(b) Group IV Policy Areas:	80%
(c) Group III Policy Areas:	60%
(d) Group II Policy Areas:	40%
  - (2) The portion of peak-period nondriver trips by employees calculated under paragraph (1) must not be less than 15 percent nor higher than 55 percent.
  - (3) The applicant for a proposed development in a policy area specified under paragraph (1) is responsible for: reviewing existing studies of nondriver mode share; conducting new studies, as necessary, of nondriver mode share; and identifying the prevailing base nondriver mode share of comparable land uses within the area identified for the traffic study. Comparable land uses are improved sites within the area identified for the traffic study for the proposed development that have similar existing land use and trip generation characteristics. As with other aspects of the traffic study required by Article IV of Chapter 8 of the Code, selection of the comparable studies and land uses to be analyzed and determination of the prevailing base nondriver

mode share are subject to review by the Planning Department of the Planning Board and approval by the Department of Transportation.

- (4) Proposed development in the Silver Spring CBD must meet the commuting goals specified under Section I(A)(1)(b) of this Annual Growth Policy.
- (5) In accordance with Section 42A-9A of the Code, the applicant must enter into an agreement with the Director of the Department of Transportation prior to issuance of a building permit. The agreement may provide for a schedule for full compliance with the traffic mitigation goals. It must provide appropriate enforcement mechanisms for compliance.
- (6) As provided by law, these goals supersede traffic mitigation goals established under Section 42A-9A (a)(4) of the Code.

### **III. Process for Amending Annual Growth Policy**

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- (1) A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should

act on the recommended amendment not more than forty-five days after the closing of the public hearing record.

**IV. Issues to be Addressed During Next Fiscal Year**

In adopting the FY 1993 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be addressed by the Planning Board and the Executive during the next fiscal year.

**Appendix 1:**

**Definitions  
And Key  
Variables**

## **1. DEFINITIONS AND KEY VARIABLES**

### **1. GENERAL DEFINITIONS**

**ADEQUATE PUBLIC FACILITY ORDINANCE (APFO):** Chapter 50, Section 35(k) of the Subdivision Ordinance requires the Planning Board to make a finding that existing or programmed public facilities are adequate before they can approve a preliminary plan of subdivision.

**APPROVED ROAD PROGRAM (ARP):** The County Executive publishes each January 1st and July 1st an Approved Road Program which lists all roads programmed in the current adopted CIP and the Maryland CTP for which: (A) in the case of the CIP, 100 percent of the estimated expenditures for construction costs have been appropriated; and (B) the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program. Roads required under Section 302 of the charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of the Code. The ARP constitutes the list of roads which can be used when conducting a Local Area Transportation Review.

**CAPITAL IMPROVEMENT PROGRAM (CIP):** A document recommended each year by the Montgomery County Executive and adopted by the County Council which contains a six-year program for capital expenditures to expand and renovate Montgomery County's public facilities.

**CONSOLIDATED TRANSPORTATION PROGRAM (CTP):** The transportation capital improvements program annually adopted and administered by the State of Maryland. For the purposes of conducting the Annual Growth Policy analysis, the CTP will be considered as being adopted on the last day each year of the session of the Legislature, usually during the second week in April. In the event there is the possibility of a veto of the Legislature's actions by the Governor, then the appropriate date of adoption should be the last day that the Governor has to exercise his veto. In the event that the Legislature adds or deletes projects during the legislative session from the annual CTP document published by the MdDOT, usually in January, then official correspondence from the MdDOT acknowledging the intended changes to the CTP constitutes the official amendment. However, in order to use such changes in the Policy Area Review for the Staging Ceilings the correspondence needs to indicate that an added project would have 100 percent of its construction expenditures scheduled by the fourth fiscal year of that CTP. If appropriate, that correspondence can also be the basis of amending the Approved Roads Program.

**LOOPHOLE PROPERTIES:** Non-residential lots recorded prior to 1982 or in conformance with a preliminary plan approved prior to 1982 and recorded under the provisions of Bill 25-89 are called "Loophole Properties". Less stringent transportation tests are required of Loophole Properties. Non-residential Loophole Properties must pass Local Area Transportation Review at building permit but are exempted from Policy Area Transportation Review.



**PRELIMINARY PLAN:** The stage in the development review process at which Local Area Transportation Review and Policy Area Transportation Review are applied to subdivisions.

**PROGRAMMED FACILITY:** A capital facility project which is contained within the adopted County Capital Improvements Program, the State Consolidated Transportation Program, or program of Rockville or Gaithersburg, such that 100 percent of the expenditures for construction or operation are estimated to occur within the first four years of the applicable program. Where such transportation projects either cross several policy areas or will be built over a period of time in identifiable segments, the appropriate sections will be identified by the Planning Board to: (1) locate the segments in the appropriate policy areas, and (2) specify whether the segments meet the basic criteria for a programmed transportation improvement.

**RECORD PLAT:** A preliminary plan of subdivision which has been approved for recordation by the Montgomery County Planning Board or is already a recorded plat in the official Montgomery County land records.

**STAGING POLICY AREA:** A geographic subarea of the County, delineated by the Planning Board, as adopted by the Council in the Annual Growth Policy for the purpose of staging analysis and the establishment of transportation staging ceiling capacities as appropriate. (See Map 1.)

**STAGING CEILING:** A total amount of development expressed in terms of housing units and jobs that has been determined by the Montgomery County Council to be balanced appropriately, on the basis of an area wide average, with the existing and programmed transportation facilities for the area.

**STAGING CEILING FLEXIBILITY:** An option for applications which exceed policy area transportation staging ceilings to mitigate the traffic impact of a project. Developer participation may be "Full-Cost" or "Partial-Cost" depending upon the type of development:

**Full-Cost Developer Participation** permits the Planning Board to approve preliminary plan in moratorium areas when the applicant agrees to pay for the construction of public facilities. The public facilities project must add as much capacity to the transportation system as the proposed development will add. If the developer, for a period of 10 years, provides a traffic mitigation program, the program must reduce the number of peak hour, peak direction automobile trips by as many trips as would be generated by the proposed development.

**Partial-Cost Developer Participation** allows the Planning Board to approve a preliminary plan in moratorium areas when the applicant agrees to partially fund transportation facilities. Preliminary Plan approval is conditioned on a staging schedule linking building permits to transportation construction. This provision is available under the following circumstances:

- 1) Projects for certain employment facilities.
- 2) Planned projects in the following development zones:
  - a) town sector
  - b) planned retirement community
  - c) MXPB
  - d) transit station
- 3) Projects located in the following policy areas:
  - a) Research and Development Village
  - b) Germantown Town Center.

## **2. OVERVIEW OF ANALYSIS PROCESS**

Determining the impact of future development requires a number of assumptions to be made. The assumptions made about certain key variables influence the results of the various statistical and computerized modeling processes. All of the numbers used have distributions of values which are experienced in the real world. The analyses described in the following sections reflect the probability distribution of values or the central tendency of the distribution of those values for the variables used.

## **3. DEVELOPMENT MONITORING AND REVIEW**

### **A) Development Pipeline**

This is the amount of future residential and non-residential development which will be subtracted from the adopted staging ceilings. It shall consist of:

- (1) All building completions since January 1, 1991, and
- (2) The unbuilt portion of the following:
  - a) Preliminary plans approved by the Planning Board,
  - b) WSSC sewer connections for residential projects,
  - c) Public buildings at the issuance of building permit,
  - d) Preliminary plans approved by Gaithersburg,
  - e) Preliminary plans approved by Rockville,
  - f) Record plats approved by the Town of Poolesville,
  - g) Building permits for "Loophole" properties

## **B) Housing Units**

Housing units may be single-family detached, single-family attached, garden apartments, and high rises. Each housing unit is counted as one unit for staging ceiling purposes.

## **C) Jobs in Building**

The total estimated number of workers which can be accommodated in non-residential structures. It includes existing workers in addition to workers who could be accommodated in vacant or yet to be built structures. It does not include construction workers or self employed people working out of residential areas. It is calculated by multiplying a building's gross square footage by a standard ratio of square feet per job.

Job estimates for office buildings were derived from a 1989 study conducted by the Research Division of the Montgomery County Planning Department. Job ratios for the next five categories were derived from a 1984 survey conducted by the Research Division. The job estimates for research and development, church, mini-warehouse, and auto repair are staff decisions. Montgomery County Public Schools provided the job estimates for schools. When the Montgomery County Planning Board limits the number of jobs for a project as a condition of its approval, that job limit is used as the number of jobs that the project adds to the pipeline.

### **Square Footage Per Employee Multipliers:**

Office:	225	square feet per job in the Bethesda CBD, Bethesda/Chevy Chase, Kensington/Wheaton, Wheaton CBD, North Bethesda, Silver Spring CBD, and Silver Spring/Takoma Park policy areas (down-county)
	250	square feet per job in all other areas of the County
Medical Offices:	400	square feet per job
Mixed Use Planned Development Zone:	350	square feet per job
Research & Development:	350	square feet per job
Retail:	400	square feet per job
Industrial/Warehouse:	450	square feet per job
Other: (e.g., hospital, hotel, daycare)	500	square feet per job
Church:	5	jobs
Mini-Warehouse:	1	job
Elementary School:	50	jobs
Middle School:	70	jobs
High School:	110	jobs
Auto Repair with No. Sq.Ft. Available:	1	job per bay

#### **4. ADEQUACY OF PUBLIC SCHOOLS**

##### **A) School Capacity**

For Annual Growth Policy purposes, school capacity is measured as 110 percent of Council funded program capacity which includes space allocations for the regular program as well as special programs (i.e., special education and head start). This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 90- 95 Capital Improvements Program, the Council funded regular program capacity is a class size is as follows:

<b>Grades</b>	<b>Effective Classroom Capacity</b>
half day kindergarten	44
full day kindergarten	22
grades 1-6	25
secondary grades	22.5

##### **B) School Enrollment Forecasts**

MCPS projections are prepared in the fall of every year and are made for each of the upcoming six years and for two later years beyond the sixth year (in this year's forecast, these years are 1996 and 2001). The actual September enrollment at each school is used as the base on which the projections are developed and are used in the Planning Board draft AGP school analysis tables.

MCPS uses the cohort survivorship model to forecast future enrollment. This method is used widely throughout the country and stands out as the most practical and consistently accurate forecasting approach. The cohort survivorship model, as applied by MCPS planners, involves the calculation of the number of students that can be expected in a particular grade at a future date, given the number of students now enrolled in the prior grade. Judgments are made about past trends and about migration, program changes, transfers in and out of the school service area, and other miscellaneous factors. Through the tracking of subdivision construction, student yields from subdivisions are applied to expected enrollment. Beyond the time of known subdivision and building activity, MCPS planners rely on forecasts prepared by the Montgomery County Planning Department and their demographic model of County population up to 20 years in the future.

One of the most difficult components of the enrollment forecast is predicting kindergarten enrollment. MCPS planners review records of resident births compiled by the Maryland Center for Health Statistics. Births in nearby jurisdictions to mothers who reside in Montgomery County are included in these records. Birth data is at both the County-wide level and the Census tract level. For the small geographic level of an elementary school service area, birth data is not available. Also adding to the difficulty in forecasting is the common occurrence of families moving after a child is born, but before the child enrolls in school.

### **C) De Minimis Development for Schools**

De Minimis development is that which will have minor school impacts. The County's policy is to avoid over regulating low impact development. For public school analysis purposes, the Planning Board can approve a preliminary plan of 10 or fewer single-family units, 17 or fewer townhouses, or 40 or fewer apartment units even if there has been a legislative determination that a geographic area does not have adequate public school capacity.

## **5. ADEQUACY OF TRANSPORTATION SYSTEM**

The transportation system can be examined from several different perspectives. In Montgomery County, we use both a top down and a bottom up approach to look at the performance of the transportation system. The top down approach is called "Policy Area Transportation Review", while the bottom up approach is named "Local Area Transportation Review".

### **Policy Area Transportation Review:**

Policy Area Transportation Review (PATR) is the process used to determine the development supportable by the capacity of the transportation infrastructure, subject to other County goals and objectives. A forthcoming document The TRAVEL 2 Model: A Technical Report will explain the methodology behind the Travel Demand Analysis used in the Planning Department.

The transportation system is a multifaceted structure composed of a number of different modes. Five primary modes are considered in the Planning Department's analyses of transportation -- the automobile, bus and rail transit, walking, and cycling. In the TRAVEL 2 model system, the basic characteristics of each mode are identified in order to estimate their usage given a set of conditions. Travel demand characteristics are determined to a great deal by the availability and quality of transportation supply, while supply characteristics, though to a large extent fixed, are in part dependent upon demand.

### **A) Street and Highway Capacity**

Network capacity is measured in vehicles per hour per lane. The higher the classification and the better the geometric design of the road or intersection, the higher the capacity. In the TRAVEL 2 model, the street and highway network is analyzed as consisting of two parts, road segments and intersections.

**1) Road Segment Capacity** - the capacity of the road segment in the modeling analysis is defined as the number of vehicles per hour per lane that could be accommodated on a road segment if there were no intersections considering the geometrics of the road and traffic characteristics. "Accommodated" is generally taken to be the number of vehicles per hour at which the travel time is twice what it is in uncongested conditions. This point is also called midpoint of Level of Service E. Volumes

are not constrained to always be less than or equal to "capacity", however. Rather, when volumes begin to exceed "capacity," the travel time on that road segment begins to increase more sharply, with an exponential growth rate. Road segment travel time is estimated from uncongested travel time, traffic volume, and the capacity. Generalized road segment capacities are given below:

Road Type	Typical Traffic Stream Capacities
1. Freeway	1800 - 2100 vehicles/hour/lane
2. Major Highway	1400 - 1800 vehicles/hour/lane
3. Arterial/Business/ Industrial	1100 - 1500 vehicles/hour/lane
4. Residential Primary	800 - 1200 vehicles/hour/lane

**2) Intersection Capacity** - In TRAVEL 2, intersection capacity is analyzed using the Critical Lane Volume technique and then by allocating traffic signal green time in proportion to volume per lane on the intersection legs. Stopped Delay at the intersection is estimated for each turning movement using approach volume, intersection critical lane volume, and estimates of signal phasing and timing.

#### **B) Transit Accessibility and Availability**

Supply characteristics of transit, including the Ride-On, Metrobus, MARC, and Metrorail services, are measured in the TRAVEL 2 model in order to determine the proportion of trips taking transit. Transit availability is also used to determine the Level of Service Group of policy areas. This "Group" rating determines the allowable congestion. The measures used to quantify transit availability and use are as follows:

Concepts	Specific Measures
A. Coverage	<ol style="list-style-type: none"> <li>1. Percent of Houses <ul style="list-style-type: none"> <li>within 1/4 mile of bus stops</li> <li>within 1/2 mile of rail stations</li> </ul> </li> <li>2. Percent of Employment Capacity of Buildings <ul style="list-style-type: none"> <li>within 1/4 mile of bus stops</li> <li>within 1/2 mile of rail stations</li> </ul> </li> </ol>
B. Frequency	<ol style="list-style-type: none"> <li>1. Average Bus Frequency</li> <li>2. Average Train Frequency</li> </ol>
C. Accessibility	<ol style="list-style-type: none"> <li>1. Ratio of Sidewalk miles to Street miles</li> <li>2. Ratio of Bikeway miles to Street miles</li> <li>3. Number of Secure Bicycle Parking Spaces</li> <li>4. Number of Park-and-Ride spaces</li> </ol>
D. Use	<ol style="list-style-type: none"> <li>1. Percent Non-auto Driver Work Orig.</li> <li>2. Percent Non-auto Driver Work Dest.</li> <li>3. Percent Walk/Bike to Metro Stations</li> </ol>

### **C) Pedestrian and Bicyclist Environment**

The quality of the pedestrian and bicyclist environment is used in the TRAVEL 2 model to determine the peak period mode shares for the walk and bike modes for both work and non-work trips, as well as to help determine the proportion of people who walk to transit. Several measures are used, including the ratio of sidewalk miles to street miles, the density of housing and employment, and the distance between locations.

### **D) Travel Demand Analysis**

Travel demand analysis is composed of five parts, which are described below. There are a number of variables other than those discussed below which are also used in the TRAVEL 2 model system.

**1) Trip Generation** - This is the process whereby the number of trips originating in or destined for any area (a traffic zone) is determined. At the home end of all trips originating at or destined for a residence, trip generation is a "cross-classification" procedure, where the number of trips are a function of the age of the tripmaker, the number of members of the tripmaker's household size, and the type of housing (single or multiple family). At the employment end of work trips, trip generation is estimated by a regression equation of the number of employees by employment type (Office, Retail, Industrial, Other). At the non-home end of other (non-work) trips, the number of trips generated is determined by a regression of the number of retail employees and size of the population. The TRAVEL 2 model simulates PM peak period person trips for the following trip purposes:

#### **Trip Purposes in TRAVEL 2 - PM Peak Period Model**

1. Work to Home (unlinked)
2. Work to Other to Home (linked)
3. Other to Home
4. Home to Other
5. Other to Other
6. Home to Work
7. Small and Medium Trucks (vehicles)
8. Large Trucks (vehicles)

**2) Destination Choice** - This stage, also called trip distribution, determines the proportion of trips in each origin zone which will go to each other zone for the trip purposes defined above. The probability of going to a zone depends on the attractiveness of that zone. Attractiveness is modeled using a "Gravity" model, wherein the number of trip attractions generated in that zone is compared with the number in all other zones, and the travel time to that zone is compared with the travel time to all other zones. The destinations are assigned to most closely match the observed distribution of travel times.

**3) Departure Time Choice** - This step, sometimes referred to as peak hour factoring or temporal trip distribution, estimates the proportion of trips traveling in the peak hour given the percent delay on the road network between a given origin-destination pair. The model used in TRAVEL 2 is "Binomial Logit". Departure time choice is estimated separately for work and non-work trips.

**4) Mode Choice** - This component estimates the proportion of trips between a given origin-destination pair which will take a specific mode. The form of mode choice model used in TRAVEL 2 is "Multinomial Logit". Eight modes have been defined in the TRAVEL 2 model, they are estimated separately for work and non-work trips. This revised mode choice model includes a mode not accounted for in the TRAVEL 1 model -- transit passengers getting from transit to home as automobile passengers in the evening (which is commonly called "kiss-and-ride").

#### **Modes Modeled in TRAVEL 2 - PM Peak Period Model**

1. Auto 1 Occupant (SOV)
2. Auto 2 Occupant (HOV-2)
3. Auto 3+ Occupants (HOV-3)
4. Transit (Walk Egress)
5. Transit (Auto Driver Egress)
6. Transit (Auto Passenger Egress)
7. Walk
8. Bicycle

**5) Route Choice** - The last part of demand estimation is called trip assignment, because trips are assigned to a set of roads and transit routes which are used between each origin-destination couplet. The assignment of vehicle trips to the road network is an iterative process, solved using a procedure called "Static User Equilibrium Assignment". The fundamental principle of user equilibrium states that travel time on all chosen routes between each origin and destination is equal, and less than the time along unused routes. Transit assignment is performed using the method of "Optimal Strategies". The principle underlying optimal strategies is that tripmakers will minimize their total weighted travel time. The components of transit travel time considered include access and egress time, boarding and waiting time, and in-vehicle time. Access and egress time are more onerous than in-vehicle time, and boarding and waiting time are even less desirable than access and egress time.

#### **E) Level of Service**

In the setting of policy area transportation staging ceilings, the acceptable "Level of Service" is a primary factor. The Annual Growth Policy strives to maintain a roughly equal composite transportation level of service, considering the quality of highway travel and the quality of transit and other modes.



The Traffic Level of Service is a description of the quality of performance of roads or intersections given the demands being placed upon them. Level of Service is measured on a nationally accepted scale from "A" to "F" to describe the quality of traffic flow on roadways and serves as an indicator of relative degrees of congestion.

Levels of Service can also be used to describe the quality of transit and other modes. This is discussed in greater detail under "Transit Accessibility and Availability."

There are a number of possible measures of traffic Level of Service, of which those that are currently used in setting policy area staging ceilings are discussed below. For Policy Area Transportation Review, the Average Congestion Index (ACI) is a key factor influencing the establishment of policy area ceilings. The Bethesda CBD uses a cordon congestion measure as described in the Sector Plan. The Silver Spring CBD uses a different intersection analysis procedure. Methodologies for measuring Level of Service and setting staging ceilings are being developed for Metro Station and Town Center policy areas.

**1) Average Congestion Index** - The ACI is computed as the vehicle miles of travel weighted average volume to capacity ratio on all road segments in a policy area. This measure works well in areas with more road segments, and not as well in small areas, such as CBDs and sector plan areas, where other techniques are used. Roads shared by policy areas along boundaries are split between the areas. The interstate road segments are assigned as follows:

<b>Policy Area</b>	<b>Freeways</b>
Bethesda/Chevy Chase	I-495 (split with N. Bethesda and Potomac) Clara Barton (George Washington) Parkway Cabin John Parkway
Fairland/White Oak	I-495 (split with Silver Spring)
Derwood/Needwood	I-370 (split with Gaithersburg) I-270 (split with R_&_D Village)
Gaithersburg City	I-270
Germantown East	I-270 (split with Germantown West)
Germantown West	I-270 (split with Germantown East)
Kensington/Wheaton	I-495 (split with Silver Spring)
North Bethesda	I-270 I-270 Spur (split with Potomac)
Potomac	I-495 (split with Bethesda/Chevy Chase) I-270 Spur (split with North Bethesda) I-495 (split with Bethesda/Chevy Chase) Clara Barton (George Washington) Parkway
R_&_D Village	I-270 (split with Derwood/Needwood)
Rockville	I-270
Silver Spring/Takoma Pk.	I-495 (split with Fairland/White Oak and Kensington/Wheaton)

## **2) Exceptions**

a) **Potomac** - Development in Potomac is not controlled by Policy Area Transportation Review, but rather by zoning as set in the Potomac Subregion Plan, and water and sewer constraints. Development is still subject to Local Area Transportation Review in some circumstances as discussed in the section below on Local Area Transportation Review.

b) **Bethesda CBD** - Development in the Bethesda CBD is controlled by the cordon capacities established in the Bethesda CBD Sector Plan.

c) **Silver Spring CBD** - The staging ceiling for Silver Spring CBD is set using a cordon method established in the Silver Spring CBD Sector Plan. Three administrative guidelines set by the County Council in determining Level of Service are :

- All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;

- The average level of service for the surrounding Silver Spring/ Takoma Park Policy Area must not be worse than the adopted average standard of D/E;

- The outbound traffic, including both local CBD traffic and through traffic must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles per hour;

### **F) De Minimis Development for Transportation**

De Minimis development is that which will have minor traffic impacts. The Annual Growth Policy defines De Minimis development for transportation analysis purposes as that which would produce no more than 10 peak hour trips in total. De Minimis development may receive approval of up to 5 peak hour trips within areas exceeding their staging ceiling.

### **Local Area Transportation Review:**

Local Area Transportation Review (LATR) is the process used to determine if a proposed development will produce excessive local congestion in excess of specified standards. The latest Local Area Transportation Review Guidelines, adopted October 4, 1990, is available as a separate publication from the Planning Department.

## **A) Travel Demand Analysis**

The Travel Demand Analysis for Local Area Transportation Review is similar in structure, but different in application to that performed for Policy Area Transportation Review. The Demand Analysis includes the stages of Trip Generation, Trip Distribution, and Route Choice, but due to the nature of the system under study, they are implemented differently.

1) **Trip Generation** - Trip generation rates represent the number of vehicle trips both to and from a development per unit of development activity. They are used in LATR in order to assess the impact of a particular development on the nearby transportation network. For LATR, the Planning Department uses peak hour trip rates based on studies of sites within Montgomery County for office, fast food restaurants, and most retail and residential uses. Where data for Montgomery County is not available, the Institute of Transportation Engineers' Trip Generation Report is used. In some areas of the County, trip generation rates outside these ranges are established in the sector plan or through other procedures to reflect factors specific to an area or site. Trip Generation is conducted for the AM or PM Peak Hours, and thus no Departure Time Choice step is required. Mode Choice is also implicit in trip generation rates, which are measured for vehicles. Adjustments to trip rates for sites depending upon expectation of transit use may be made.

2) **Trip Distribution** - At the site level, trip distribution amounts to determining the directional split of trips approaching and leaving a specific site, and determining the number of trips entering and exiting a site, as well as the general orientation of the trips, i.e. eastbound, southbound, or from the north or west.

3) **Route Choice** - The assignment of traffic is performed using engineering judgment. As intersections and road segments approach capacity, trips are assumed to take alternate routes, which amounts to an approximation of the User Equilibrium procedure used in Policy Area Transportation Review. There is specific guidance given in the Guidelines as to which roadways are appropriate for routing of trips.

## **B) Traffic Counts**

Traffic Counts are an essential data element in conducting LATR to determine existing and projected conditions. Counts are also used in establishing the validity and estimating key parameters in the TRAVEL 2 model used for PATR. Peak hour traffic counts for any location vary from day to day, week to week, and seasonally. In general traffic counts made during the summer months should not be used since traffic during this time of year is lower than normal. Traffic counts taken on holidays, or on the day before or after holidays should not be used due to their non-typical characteristics. Counts that are older than six months should be adjusted to reflect development that has been completed and occupied since the count was made. Traffic counts

older than three years should not be used because of potential changes in traffic patterns and growth in traffic. The Planning Department staff reserves the right to require new counts to be made if there is reason to believe that a count is flawed.

### **C) Level of Service**

**1) Critical Lane Volume Method** - The Level of Service for an intersection subject to Local Area Transportation Review is determined using the Critical Lane Volume technique. This method of analysis is described in the Guidelines.

The lowest acceptable Level of Service for policy areas with established staging ceiling is set at mid-point Level of Service E, or a CLV of 1525. For policy areas without established staging ceilings, the Group I areas, the lowest acceptable Level of Service is set at D/E, or a CLV of 1450.

### **2) Exceptions**

**a) Bethesda CBD** - development located within the Bethesda Sector Plan area will be reviewed in accordance with the staging element recommendations of the Bethesda Sector Plan.

**b) Friendship Heights CBD** - development located within the Friendship Heights Central Business District, as defined by the 1974 Sector Plan is subject to procedures outlined in the current Adopted Annual Growth Policy.

**c) Potomac** - within Potomac, only development contributing to congestion at the following intersections will be subject to LATR:

- a) Montrose Road at Seven Locks Road
- b) Democracy Boulevard at Seven Locks Road
- c) Tuckerman Lane at Seven Locks Road
- d) Democracy Boulevard at Westlake Drive
- e) Westlake Drive at Westlake Terrace
- f) Westlake Drive at Tuckerman Lane
- g) Bradley Boulevard at Seven Locks Road.

**d) The Research and Development Village** - development located within the Shady Grove West area, as defined in the Gaithersburg Vicinity Master Plan, will in addition to LATR, be subject to restrictions or recording in accordance with the staging plan contained in the Master Plan.

**e) Silver Spring CBD** - development will be reviewed in accordance with the currently adopted Local Area Transportation Review Guidelines in keeping with the general guidelines included in the Adopted Annual Growth Policy.

**Appendix 2:**

**Annual  
Growth  
Policy  
Legislation**

**(Chapter 33A, Planning  
Procedures, Montgomery  
County Code,  
Enacted April 15, 1986)**

## PLANNING PROCEDURES

### ARTICLE II. GROWTH POLICIES.\*

#### Sec. 33–15. Annual growth policy.

##### (a) *Purpose.*

(1) The purpose of this article is to establish a process by which the county council can give policy guidance to the various agencies of government and to the general public on matters concerning:

- a. Land use development;
- b. Growth management; and
- c. Related environmental, economic, and social issues.

(2) The process will be established through the adoption by the county council of an annual growth policy, which is intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the county.

##### (b) *Simplified description.*

(1) The county council must adopt a growth policy:

- a. No later than June 30 of each year; and
- b. After:

(i) Receipt of a draft annual growth policy prepared by the Montgomery County Planning Board;

(ii) Receipt of specific recommendations prepared by the county executive, and comments by other public agencies concerning the draft annual growth policy; and

(iii) A public hearing on both the draft annual growth policy and the recommendations of the executive, and on the comments of other agencies.

(2) The annual growth policy is effective for a fiscal year, beginning July 1 [and running] through June 30.

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\* Editor's note—1986 L.M.C., ch. 53, § 1, added div. 2, § 33A-13, which the editor has redesignated art II to conform to the style of this Code. The renumbering of §§ 33A-8—33A-12 as §§ 33A-10—33A-14 necessitated the renumbering of the sections of this article from §§ 33A-13, 33A-14 to §§ 33A-15, 33A-16.

*(c) Duties of the planning board.*

(1) The Montgomery County Planning Board must:

a. Each year, produce a draft annual growth policy;

b. By December 1 of each year:

(i) Send copies of the draft to the county executive, the other agencies, and the county council; and

(ii) Make copies available to the general public;

c. By October 15, make available a staff draft to the staff of the executive and other agencies for their use in preparing recommended capital improvements programs for the next fiscal year.

(2) The draft annual growth policy must include:

a. A status report on the general land use conditions in the county, including:

(i) The remaining growth capacity of zoned land;

(ii) The pipeline of approved development permits, including preliminary subdivision plans, sewer authorizations, record plats, and building permits;

(iii) The recent trends in real estate transactions;

(iv) The level of service conditions of major public facilities and environmentally sensitive areas; and

(v) Other relevant monitoring measures;

b. A forecast of the most probable trends in population, households, and employment for the next ten (10) years, including a section that focuses on the key factors that may affect the trends for the immediate next two (2) years;

c. A set of recommended growth capacity ceilings for each policy area within the county, for both residential and employment land uses, which are based on:

(i) Alternative possible scenarios of potential public facility growth; and

(ii) Recommended level of service indices for major public facilities;

d. A set of policy guidelines for the planning board, and other agencies as appropriate, with respect to their administration of the ordinances and regulations that affect growth and development; and

e. Any other information or recommendations as may be relevant to the general subject of growth policy, or as may be requested by the county council:

(i) In the course of adopting the annual growth policy for the year; or

(ii) By a subsequent resolution.

*(d) Duties of the county executive.*

(1) By January 1 of each year, the county executive must send to the county council:

a. Recommended growth capacity ceilings for each planning policy area, for both residential and employment land uses, that are consistent with the recommended capital improvements program; and

b. Any other revisions in the draft of the planning board in the form of specific additions or deletions.

(2) At the same time, the county executive must make available to the planning board, the other agencies, and the general public copies of these recommendations.

(3) During the year, the county executive must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by executive branch departments.

(4) The county executive must use the information in the draft annual growth policy of the planning board as a reference document in preparing the recommended capital improvements program of the executive for the next fiscal year, particularly with respect to the linkage between future capital construction schedules and policy area capacity ceilings.

*(e) Duties of the Montgomery County Board of Education.*

(1) By January 1 of each year, the Montgomery County Board of Education must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the board of education must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the board of education must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the board of education.

*(f) Duties of the Washington Suburban Sanitary Commission.*

(1) By January 1 of each year, the Washington Suburban Sanitary Commission must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.



(2) At the same time, the Washington Suburban Sanitary Commission must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the Washington Suburban Sanitary Commission must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the Washington Suburban Sanitary Commission.

*(g) Duties of the county council.*

(1) After receipt of the draft annual growth policy, the recommendations of the county executive, and the other agency comments, the county council must hold a public hearing on the draft, recommendations and comments.

(2) No later than June 30 of each year, the county council must adopt an annual growth policy to be effective throughout the next fiscal year. If the county council does not adopt a new annual growth policy, the annual growth policy adopted the previous year remains in effect.

(3) When adopting the annual growth policy, the county council must approve, or approve with amendments, the recommendations of the county executive.

(4) The county council may adopt a subsequent resolution, after public hearing, to amend the annual growth policy. (1986 L.M.C., ch. 53, § 1.)

**Appendix 3:**

**Adequate  
Public  
Facilities  
Ordinance**

**(Chapter 50-35(k),  
Subdivision of Land  
Montgomery County Code,  
Adopted April 22, 1986)**

(k) **Adequate Public Facilities.** A preliminary plan of subdivision must not be approved unless the Planning Board determines that public facilities will be adequate to support and service the area of the proposed subdivision. The applicant shall, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities by possible uses of said subdivision. Public facilities and services to be examined for adequacy will include roads and public transportation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.

(1) Periodically the District Council will establish by resolution, after public hearing, guidelines for the determination of the adequacy of public facilities and services. An Annual Growth Policy approved by the County Council may serve this purpose if it contains those guidelines. To provide the basis for the guidelines, the Planning Board and the County Executive must provide information and recommendations to the Council as follows:

a. The Planning Board must prepare an analysis of current growth and the amount of additional growth that can be accommodated by future public facilities and services. The Planning Board must also recommend any changes in preliminary plan approval criteria it finds appropriate in the light of its experience in administering these regulations.

b. The County Executive must comment on the analyses and recommendations of the Planning Board and must recommend criteria for the determination of the adequacy of public facilities as the Executive deems appropriate.

(2) The applicant for a preliminary plan of subdivision must, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities and services by possible uses of said subdivision.

(3) The Planning Board must submit the preliminary plan of subdivision to the County Executive in addition to the agencies specified in Section 50-35(a).

(4) The Planning Board must consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities and services in accordance with the guidelines and limitations established by the County Council in its Annual Growth Policy or established by resolution of the District Council after public hearing.

(5) Until such time as the Annual Growth Policy or resolution of the District Council provides guidelines and limitations for the determination of the adequacy of public facilities and services, public facilities may be determined to be adequate to service a tract of land or an affected area when the following conditions are found to exist:

a. The tract or area will be adequately served by roads and public transportation facilities. Said area or tract to be subdivided shall be deemed adequately served by roads and public transportation facilities if, after taking into account traffic

generated by all approved subdivisions and the subject subdivision, the following conditions will be satisfied:

1. For the geographic area in which the proposed subdivision is located, an acceptable average peak-hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads programmed in the current adopted Capital Improvements Program of the County or the Maryland Consolidated Transportation Program, for which 100 percent of the expenditures for construction are estimated to occur in the first four years of the program; and
- iii. Available or programmed public bus, rail, or other public or private form of mass transportation.

2. For intersections or links significantly affected by traffic from the subject subdivision, an acceptable peak hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads identified on the Approved Road Program published by the County Executive; and
- iii. Available or programmed public bus, rail, or other form of mass transportation.

3. For the purposes of subsection 2. above, the County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- i. in the case of the Capital Improvements Program, 100 percent of the funds have been appropriated for construction costs; and
- ii. the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program.

4. For the purposes of subsection 1. and 3. above, roads required under Section 302 of the Charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of this Code. (# 86-4, Ord. # 10-71.)

5. Any parcel zoned for light industrial use (I-1) which has been in reservation for public use pursuant to action of the Montgomery County Planning Board at any time since June 1, 1981, and which has not changed in size or shape since

June 1, 1958, will not be subject to the above subsection (a) if a preliminary plan was submitted prior to June 1, 1981. (# 85-4, Ord. # 10-60.)

b. The tract or area has adequate sewerage and water service.

1. For a subdivision dependent upon public sewerage and water systems:

i. Said area or tract to be subdivided shall be deemed to have adequate sewerage and water service if located within an area in which water and sewer service is presently available, under construction, or designated by the County Council for extension of water and sewer service within the first two years of a current approved Ten-Year Water and Sewerage Plan.

ii. If said area or tract to be subdivided is not situated within an area designated for service within the first two years of a current approved Ten-Year Water and Sewerage Plan, but is within the last eight years of such plan, it shall be deemed to have adequate water and sewerage service if the applicant provides community sewerage and/or water systems as set forth in Section 387C of Article 43 of the Annotated Code of Maryland provided the installation of such facilities shall have been approved by the State Department of Health and Mental Hygiene, the Washington Suburban Sanitary Commission, the County Department of Environmental Protection, and the Montgomery County Council.

2. For a subdivision dependent upon the use of septic systems: Said area or tract to be subdivided shall be deemed to have adequate sewerage service if development with the use of septic systems is in accordance with Section 50-27, or regulations published by the Maryland State Department of Health and Mental Hygiene pursuant to Article 43, Annotated Code of Maryland, whichever imposes the greater or more stringent requirement.

3. In its determination of the adequacy of sewerage or water service, the Planning Board shall consider the recommendation of the Washington Suburban Sanitary Commission, the capacity of trunk lines and sewerage treatment facilities and any other information presented.

c. The tract or area is so situated as not to involve danger or injury to health, safety or general welfare. Such danger or injury may be deemed not to exist:

1. When physical facilities, such as police stations, firehouses and health clinics, in the service area for the preliminary subdivision plan are currently adequate or are scheduled in an adopted Capital Improvements Program in accordance with the applicable area master plan or General Plan to provide adequate and timely service to the subdivision; and

2. If adequate public utility services will be available to serve the proposed subdivision; and

3. When, in the case of schools, the capacity and service areas are found to be adequate according to a methodology set forth in a resolution adopted by the District Council after public hearing; provided, however, that until such resolution by the District Council takes effect, the Planning Board shall determine the adequacy of school facilities after considering the recommendations of the Superintendent of Schools. (85-4, Ord. # 10-60.)

d. Existing or proposed street access within the tract or area is adequate. Street access may be deemed adequate if the streets:

1. Are adequate to serve or accommodate emergency vehicles,
2. Will permit the installation of public utilities and other public services,
3. Are not detrimental and would not result in the inability to develop adjacent lands in conformity with sound planning practices, and
4. Will not cause existing street patterns to be fragmented.

(6) For a proposed subdivision located in a transportation management district designated under Chapter 42A, Article II, if the Planning Board determines, under criteria and standards adopted by the County Council, that additional transportation facilities or traffic alleviation measures are necessary to ensure that public transportation facilities will be adequate to serve the proposed subdivision, the subdivision plan may not be approved unless approval is subject to the execution of a traffic mitigation agreement. (# 87-1, Ord. # 11-18.)

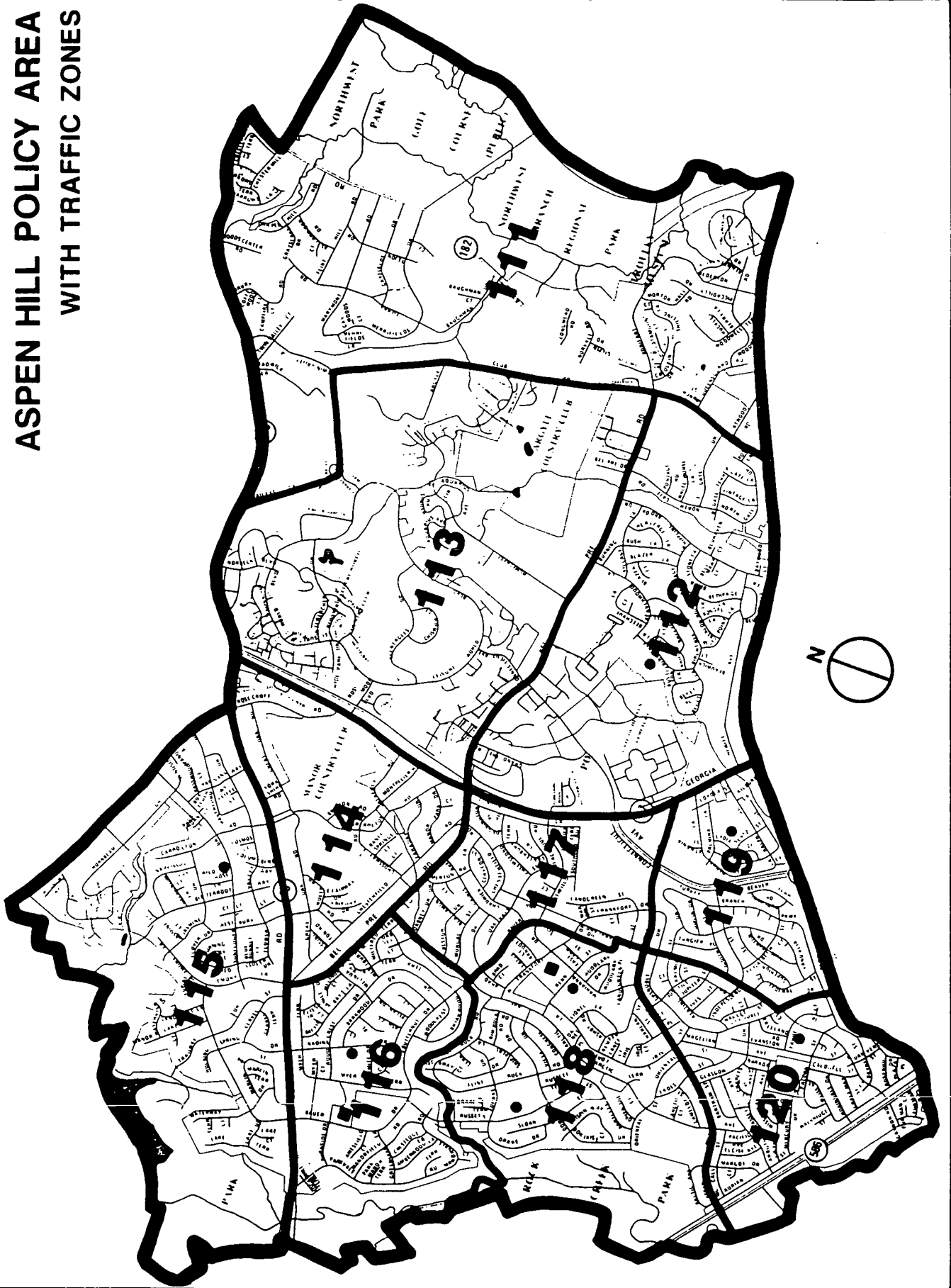
(7) Exemptions. Places of worship and residences for staff, parish halls, and additions to schools associated with places of worship, are not subject to the provisions of section 50-35(k), adequate public facilities. (# 85-4, Ord. # 10-60; # 86- 4, Ord. # 10-71.)

(l) Relation to Master Plan. In determining the acceptability of the preliminary plan submitted under the provisions of this chapter, the Planning Board must consider the applicable master plan. A preliminary plan must substantially conform to the applicable master plan, including maps and text, unless the Planning Board finds that events have occurred to render the relevant master plan recommendation no longer appropriate. (# 87-1, Ord. # 11-28.)

**Appendix 4**

**Policy Area Maps**

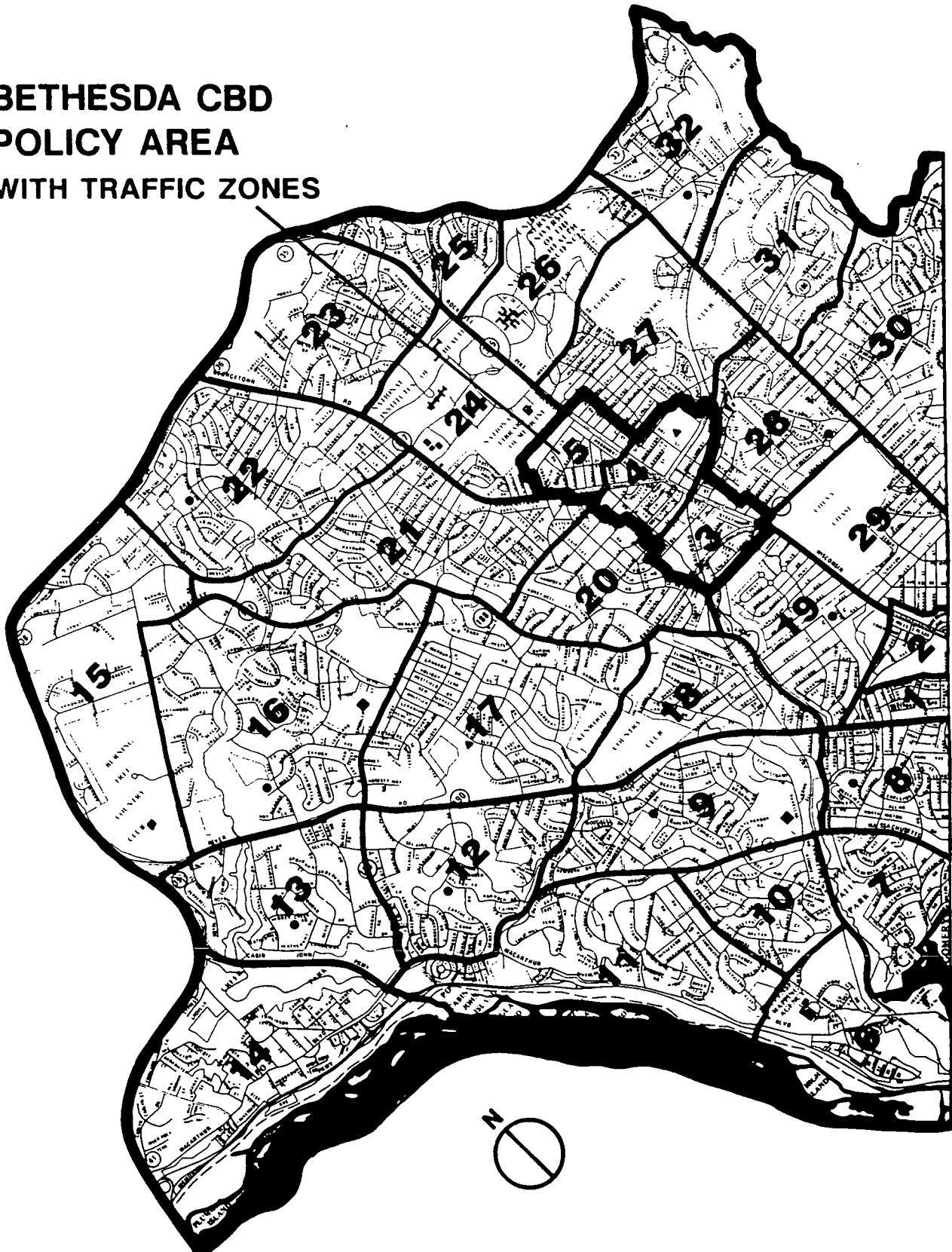
# ASPEN HILL POLICY AREA WITH TRAFFIC ZONES



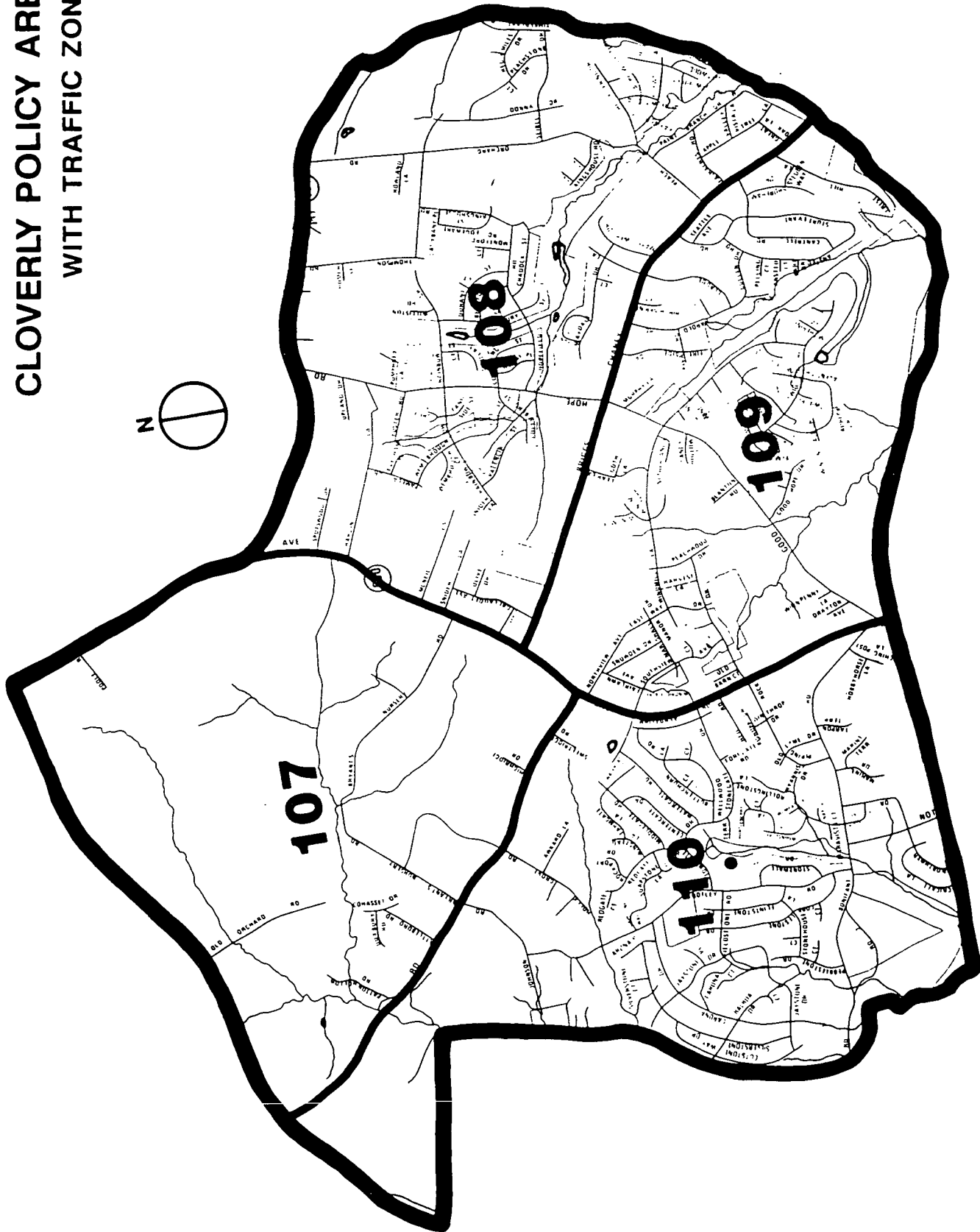


**BETHESDA/CHEVY CHASE POLICY AREA  
WITH TRAFFIC ZONES**

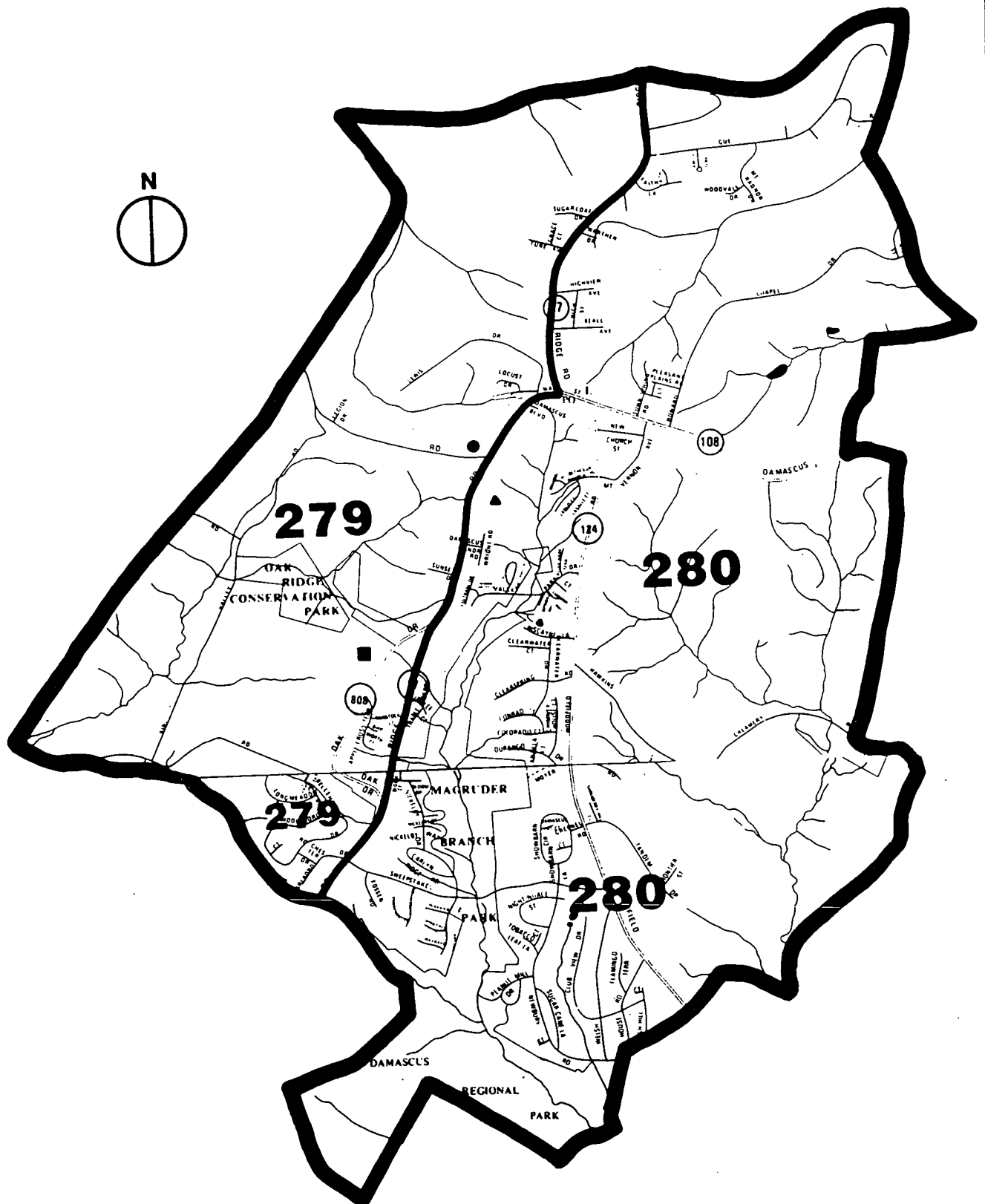
**BETHESDA CBD  
POLICY AREA  
WITH TRAFFIC ZONES**



# CLOVERLY POLICY AREA WITH TRAFFIC ZONES

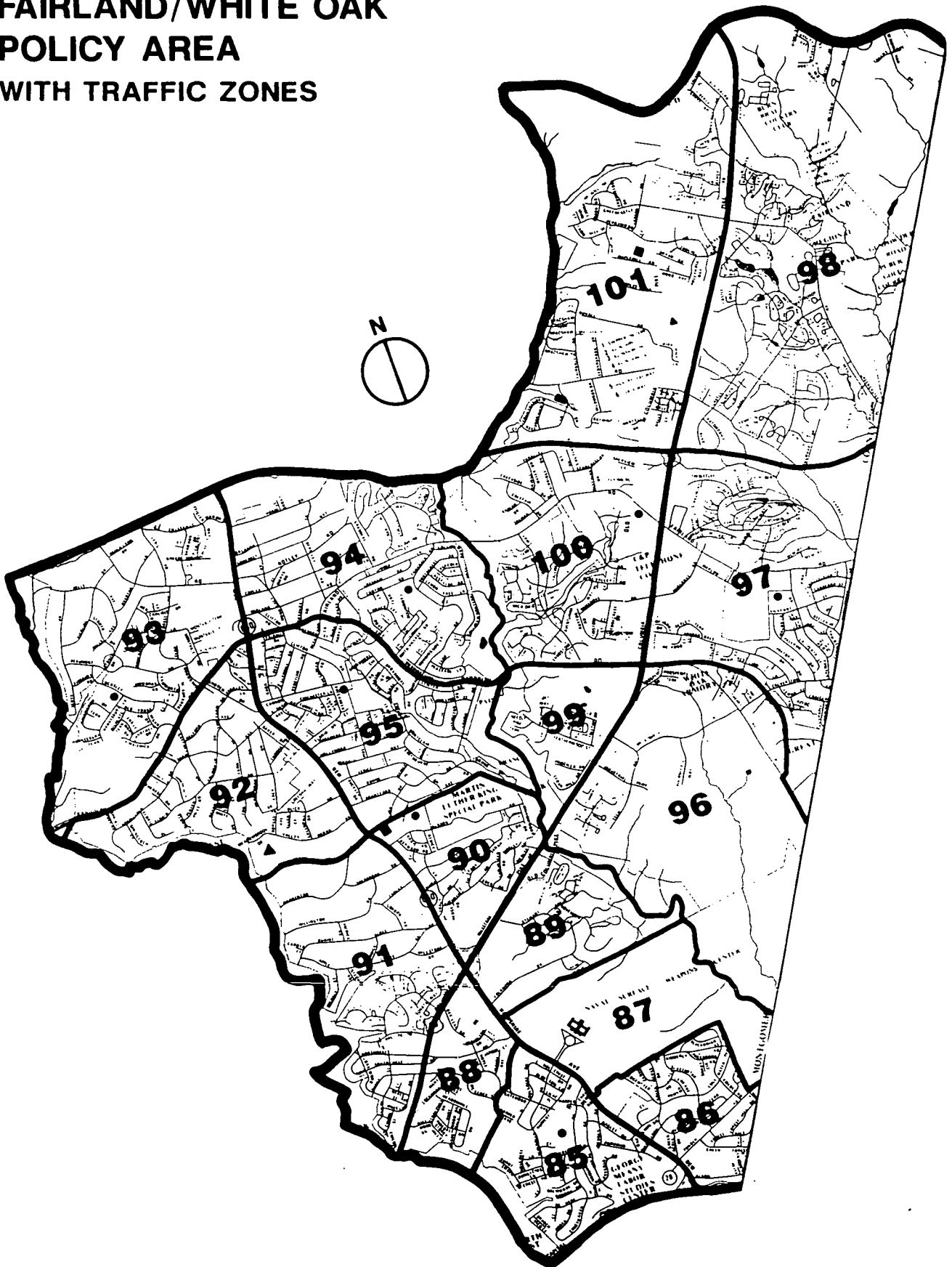


# DAMASCUS POLICY AREA WITH TRAFFIC ZONES

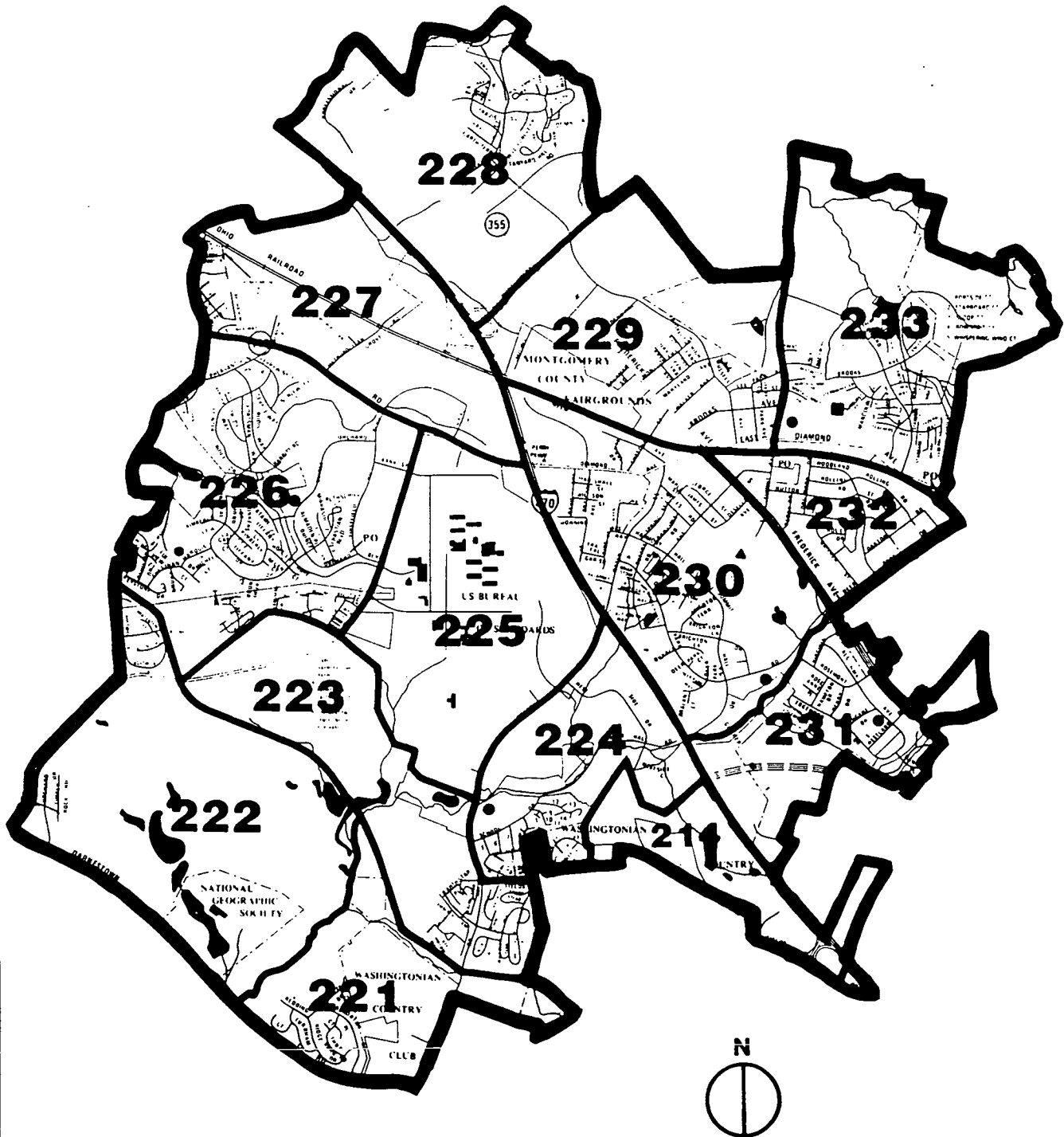




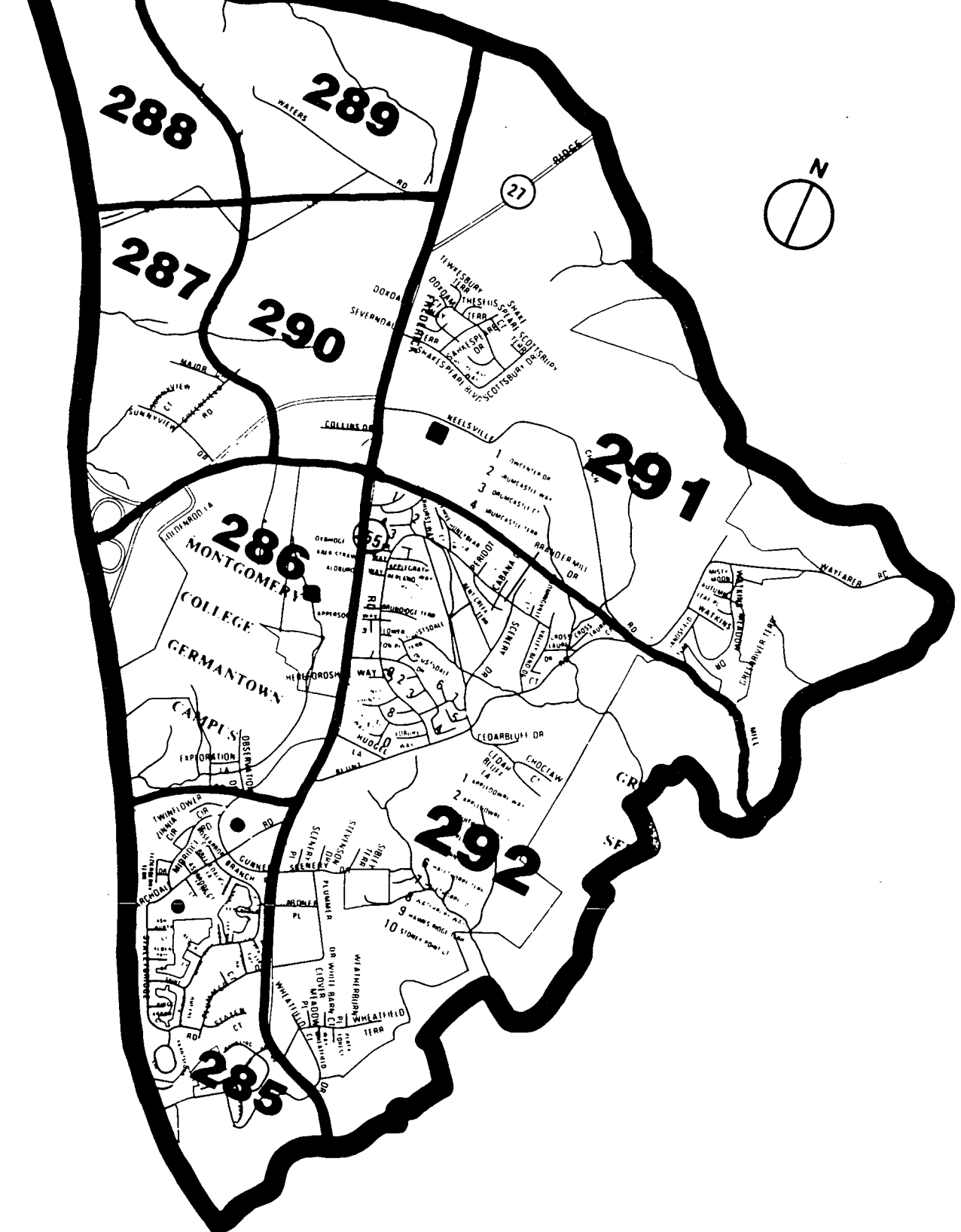
**FAIRLAND/WHITE OAK  
POLICY AREA  
WITH TRAFFIC ZONES**



# GAITHERSBURG CITY POLICY AREA WITH TRAFFIC ZONES

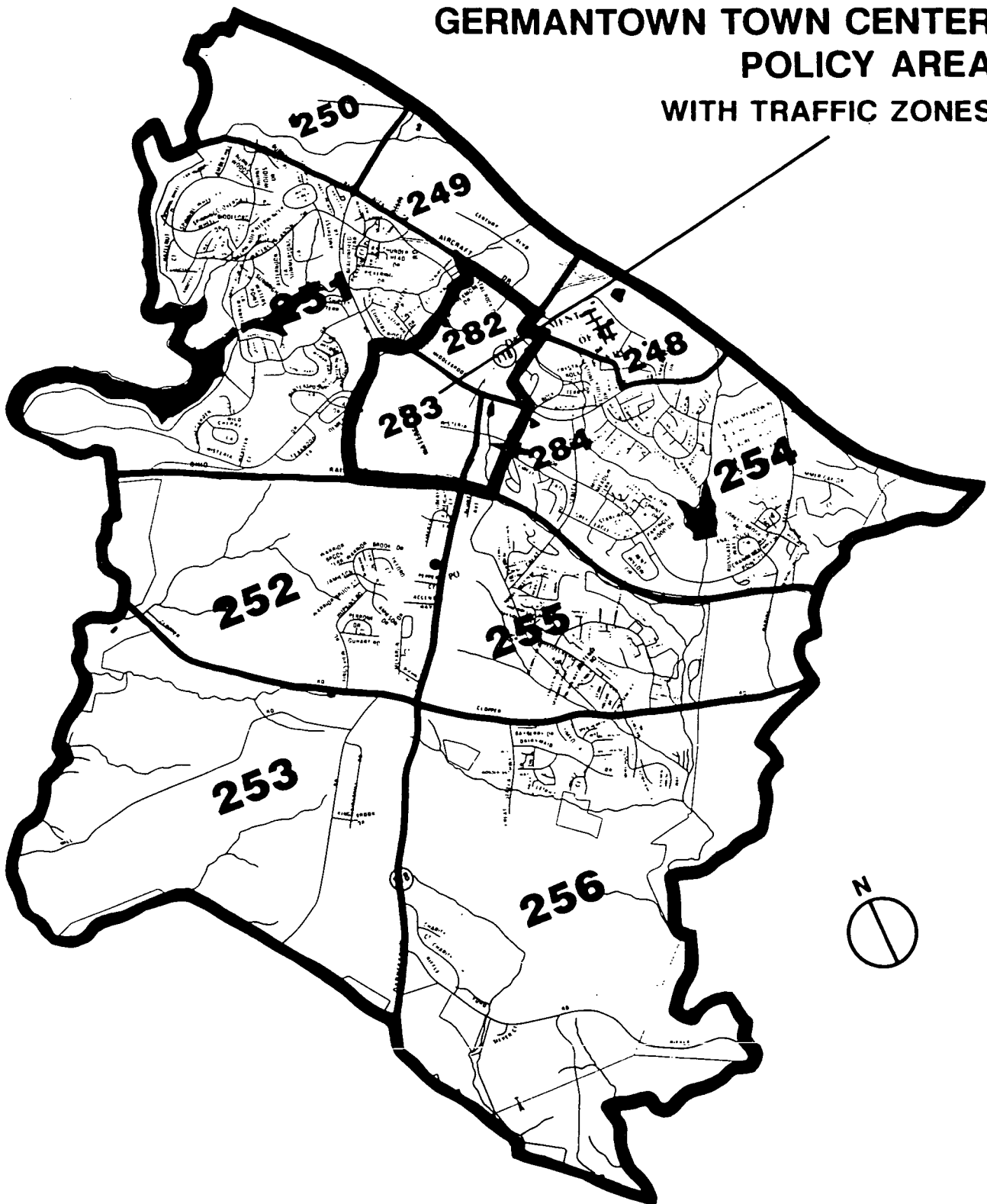


# GERMANTOWN EAST POLICY AREA WITH TRAFFIC ZONES



**GERMANTOWN WEST POLICY AREA  
WITH TRAFFIC ZONES**

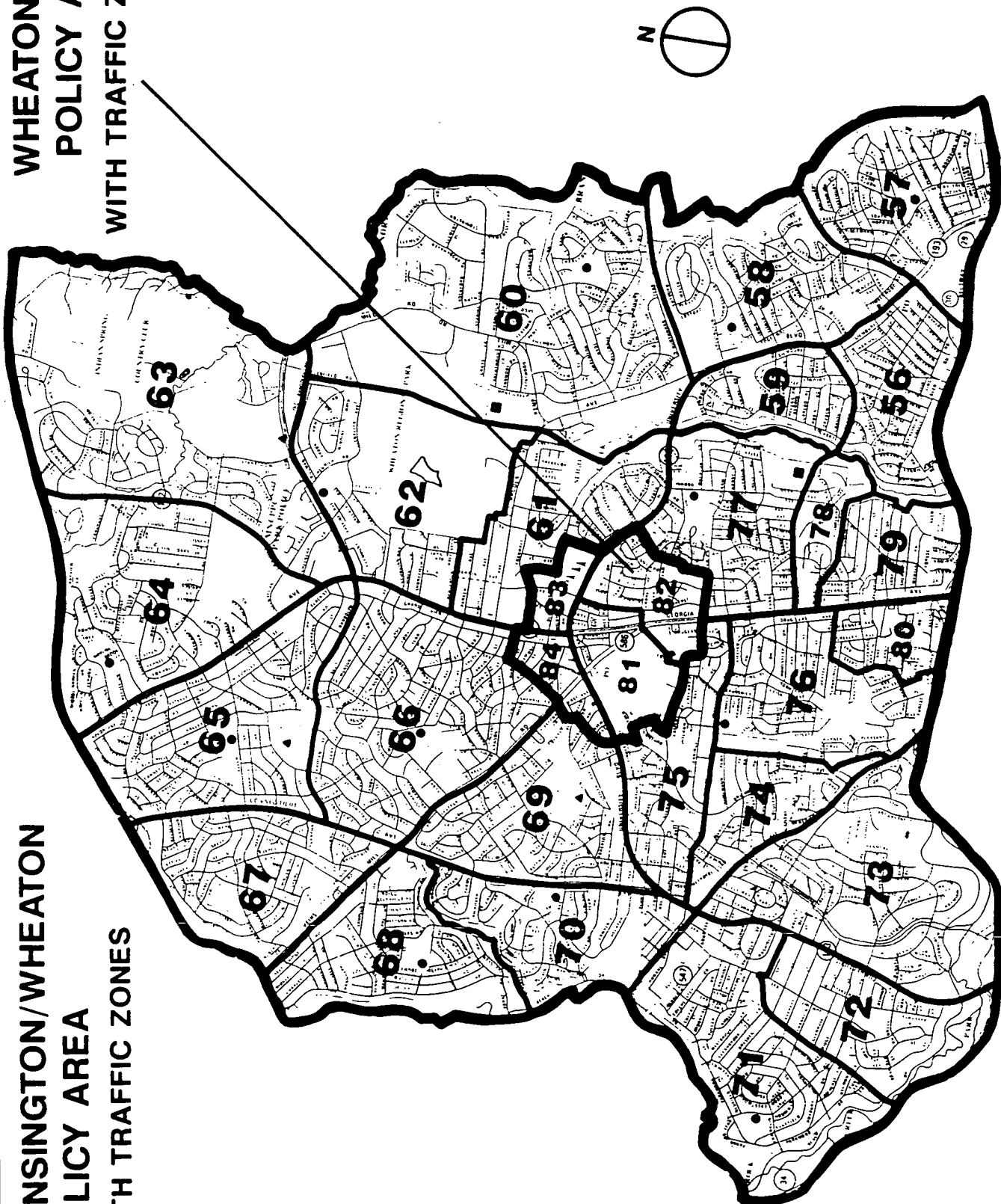
**GERMANTOWN TOWN CENTER  
POLICY AREA  
WITH TRAFFIC ZONES**



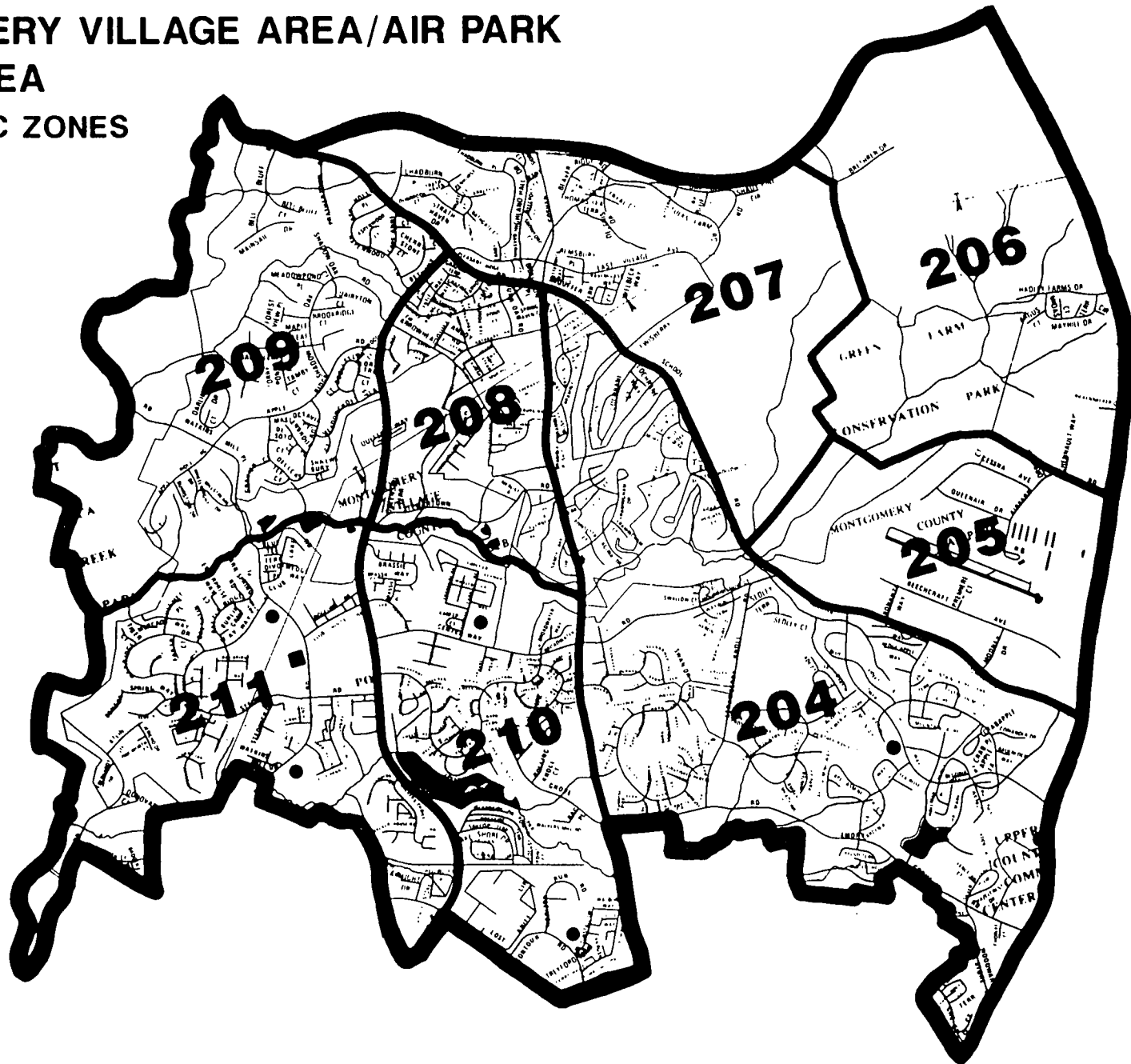


**KENSINGTON/WHEATON  
POLICY AREA  
WITH TRAFFIC ZONES**

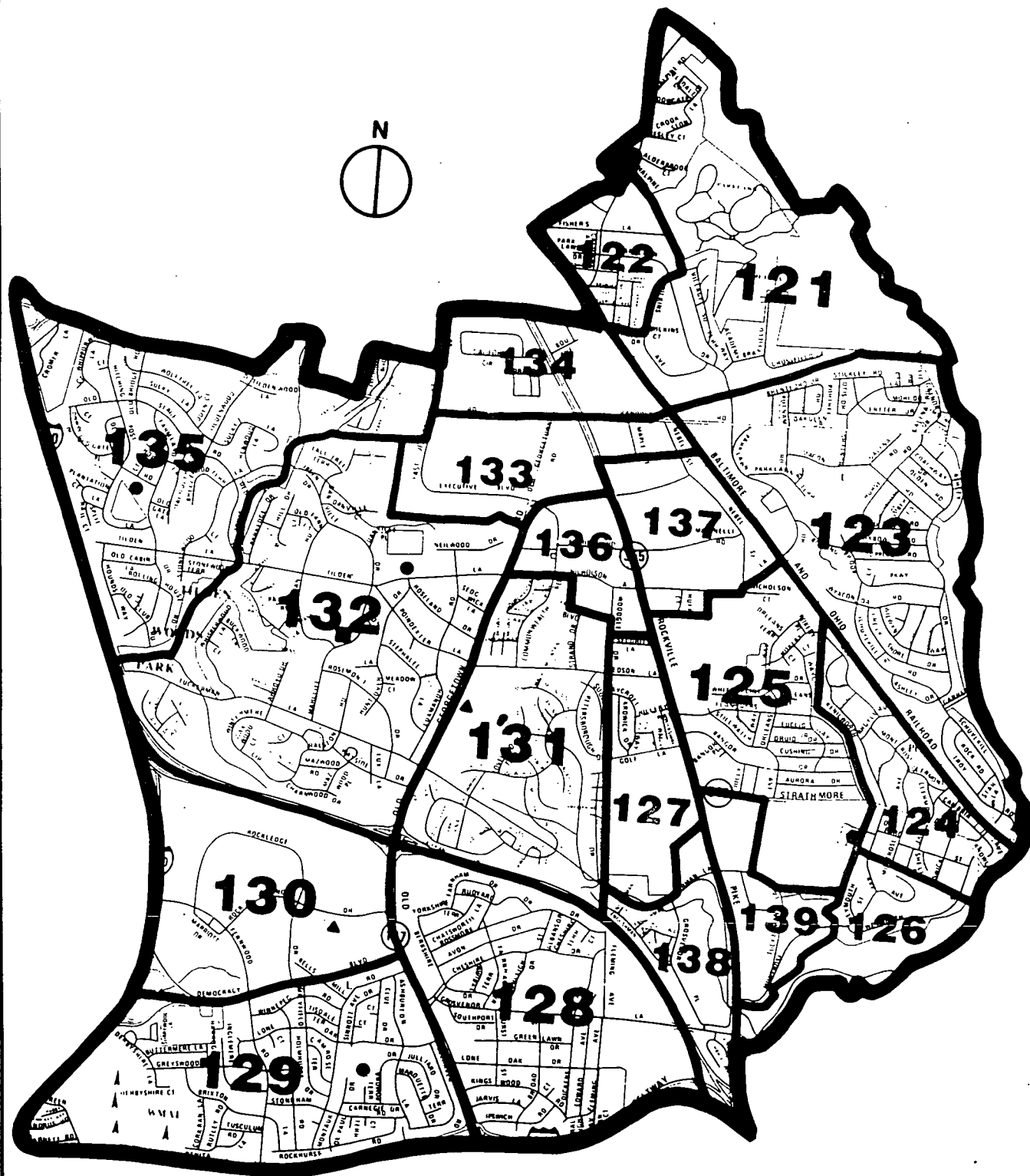
**WHEATON CBD  
POLICY AREA  
WITH TRAFFIC ZONES**



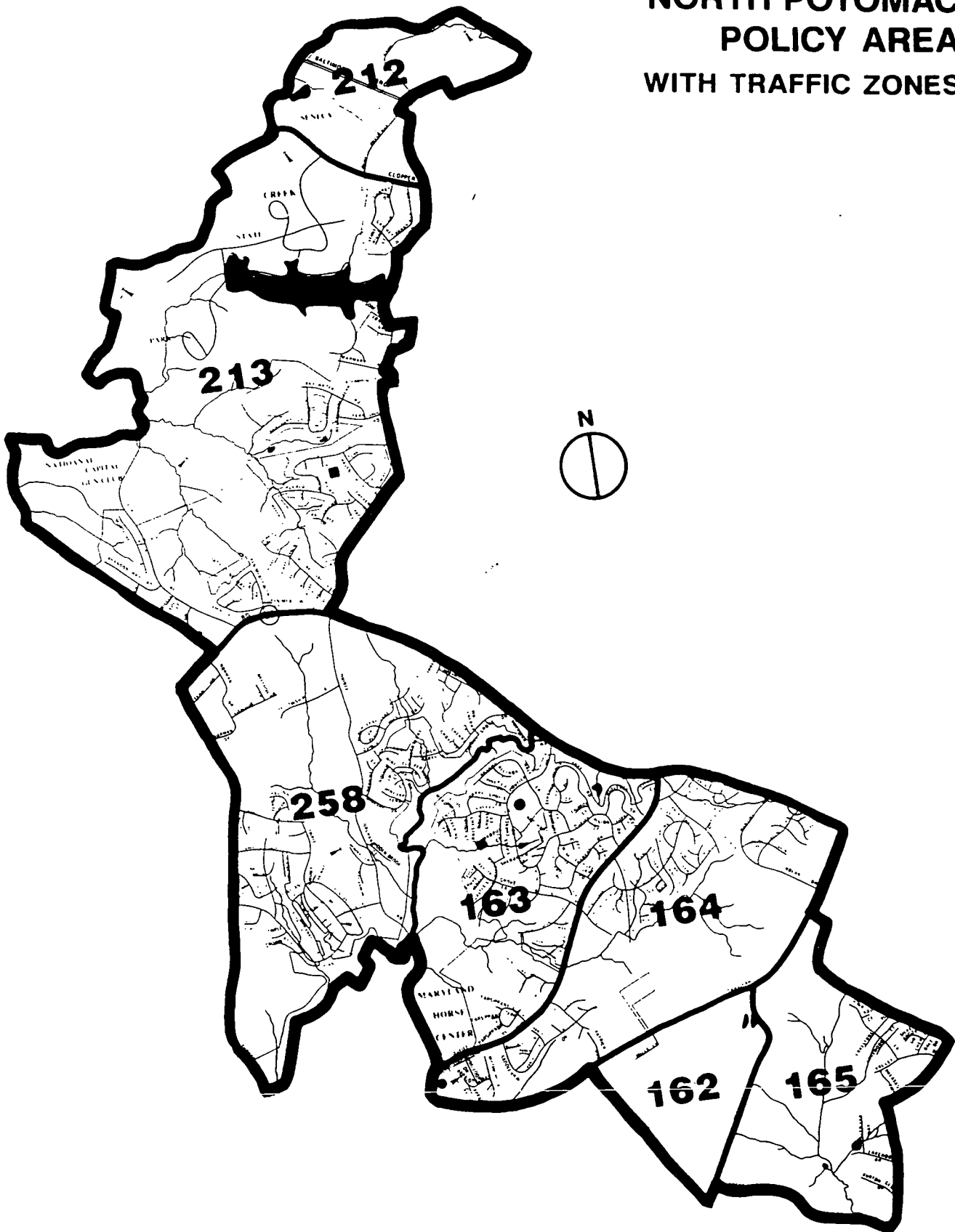
**MONTGOMERY VILLAGE AREA/AIR PARK  
POLICY AREA  
WITH TRAFFIC ZONES**



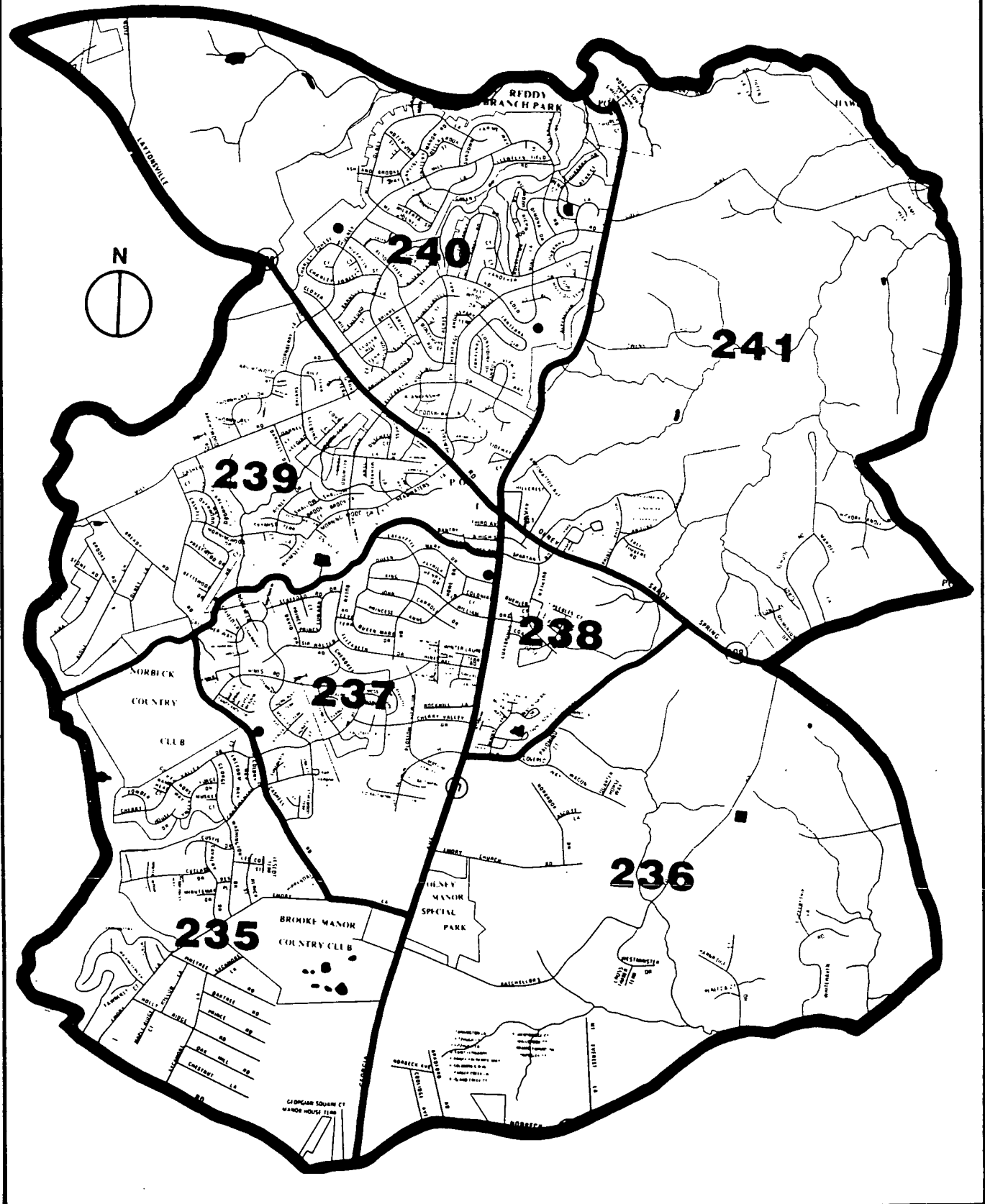
# NORTH BETHESDA POLICY AREA WITH TRAFFIC ZONES



**NORTH POTOMAC  
POLICY AREA  
WITH TRAFFIC ZONES**



# OLNEY POLICY AREA WITH TRAFFIC ZONES



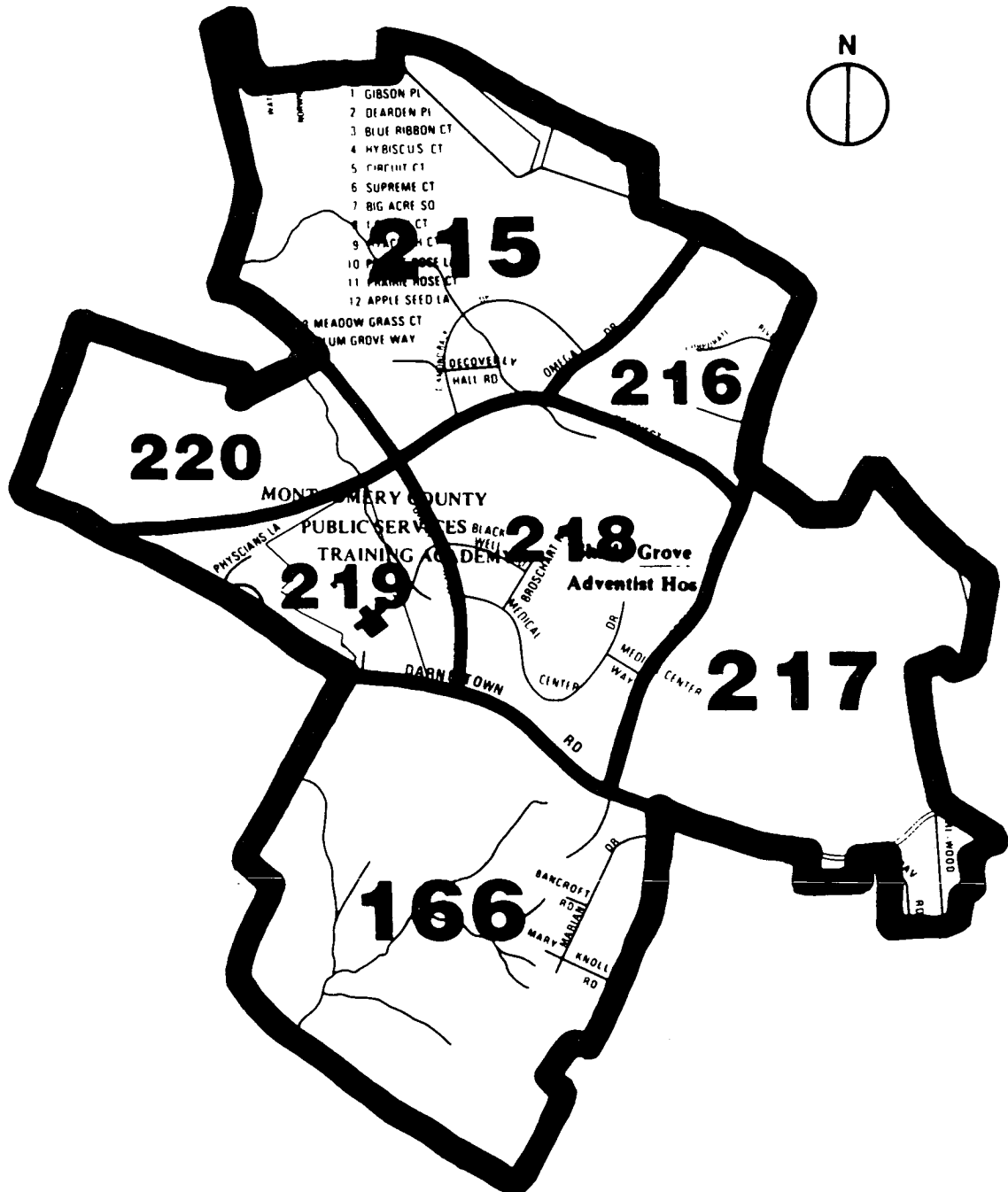
**POTOMAC POLICY AREA  
WITH TRAFFIC ZONES**

N

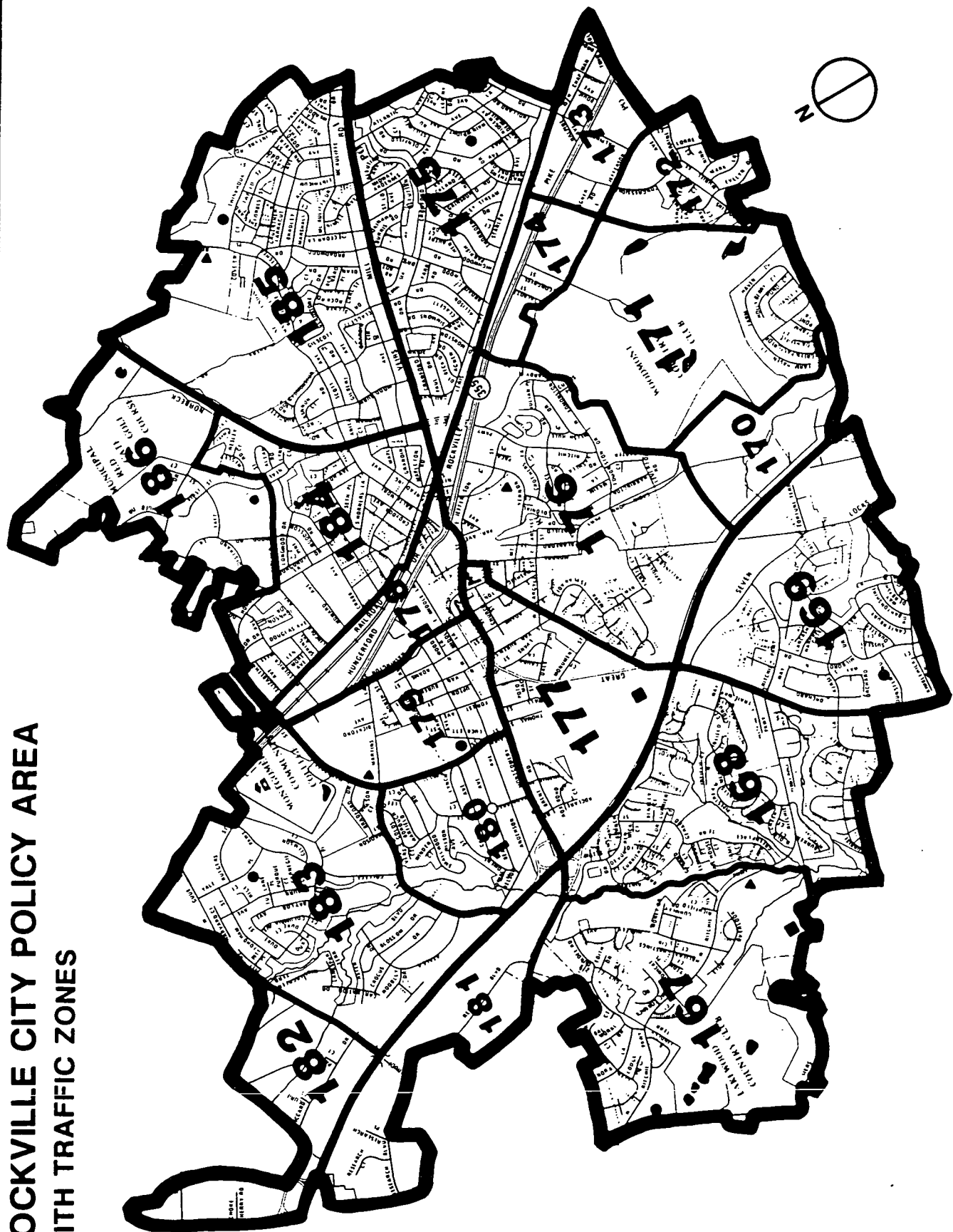
156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140

POTOMAC RIVER, CAPITOL HILL, MOUNT VERNON, ARLINGTON, VA, ALEXANDRIA, VA, FREDERICKSBURG, VA, WASHINGTON, DC, MARYLAND, VIRGINIA

# R & D VILLAGE POLICY AREA WITH TRAFFIC ZONES



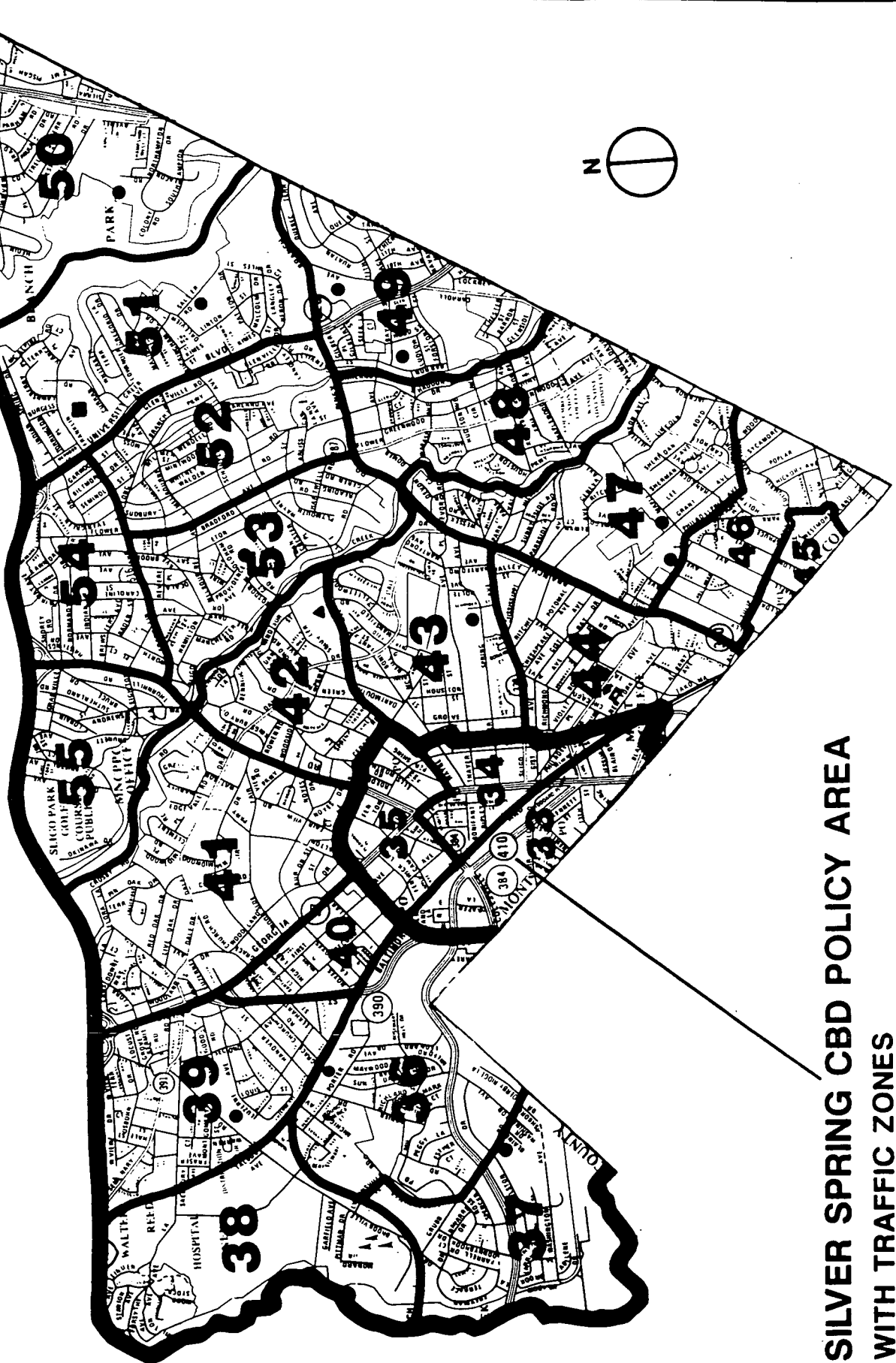
# **ROCKVILLE CITY POLICY AREA WITH TRAFFIC ZONES**





# SILVER SPRING/TAKOMA PARK POLICY AREA

WITH TRAFFIC ZONES



# SILVER SPRING CBD POLICY AREA

WITH TRAFFIC ZONES

**Appendix 5:**

**The  
Capital  
Improvements  
Program**

**TABLE 1: LIST OF HIGHWAY PROJECTS WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 92-97 CIP, THE CITY CIPS, OR THE MDDOT FY 91-96 CONSOLIDATED TRANSPORTATION PROGRAM**

M-NCPPC 10/8/91

Policy Area	PDF or Line No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/91	100% of Const. Expenditures By Fiscal Year
ASPEN HILL							
BETHESDA CBD							
BETHESDA/CHEVY CHASE	Line 4	151087	1.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	91
	8-66	793369	2.	<u>Friendship Blvd./The Hills Plaza</u> Phase II: Friendship Boulevard Business Street	4 Lanes	Y	93
CLOVERLY							
DAMASCUS	8-96	883103	3.	<u>MD 124 Extension (A-12)</u> Phase I: 1,150 ft. North from MD 124/MD 108 Intersection	2 Lanes	Y	92
	8-116	873121	4.	<u>Sweepstakes Road</u> Cutsail Drive to 700' east of Stowbarn Lane	Residential Primary	Y	94
DERWOOD/NEEDWOOD	8-48	853176	5.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	93
	8-123	813127	6.	<u>Avery Road Bridge #49</u> Rock Creek	Replacement	—	95
FAIRLAND/WHITE OAK	8-54	833888	7.	<u>E. Randolph Road Widening, Phase I</u> b) Kara Lane to Fairland Road c) Fairland Road to Burkhart Street	+4 Lanes +3 Lanes	Y Y	93 93
	Line 1	161098	8.	<u>I-95/I-495 Capital Beltway</u> West of MD 650 to US 1	+2 Lanes	—	94
	8-50	873114	9.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike to 1400' west	2 Lanes	Y	95
	8-51	883103	10.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	+1 Lane	N	95
	8-56	833969	11.	<u>E. Randolph Road Widening, Phase II</u> Fairland Road to Old Columbia Pike	+3 Lanes	Y	95
	8-115	803400	12.	<u>MD 124 Relocated</u> Midcounty Highway to Emory Grove Road	4 Lanes	—	(by developer)
GAITHERSBURG CITY	8-89	743799	13.	<u>Longdraft Road, Phase II</u> Clopper Road (MD 117) from Metropolitan Grove Road to Longdraft Road	+2 Lanes	Y	92
	8-48	853176	5.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	93
	8-87	903145	14.	<u>Life Sciences Center Roadway Improvements</u> Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Boulevard	+2 Lanes	N	94

Table 1 (Cont'd.)

Policy Area	PDF or Line No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/91	100% of Const. Expenditures By Fiscal Yea
GERMAN- TOWN EAST							
GERMANTOWN TOWN CENTER							
GERMAN- TOWN WEST	8-101	863125	15.	<u>Middlebrook Road</u> Phase I: Great Seneca Hwy. to I-270	+4 Lanes Divided	N	95 (County & developer)
KENSINGTON/ WHEATON	8-70	903192	16.	<u>Glenallan Avenue</u> Georgia Ave. (MD 97) to Layhill Road (MD 182))	+1 Lane	Y	94
MONTGO- MERY VILLAGE/ AIRPARK	8-48	853176	5.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124) b. MD 124 between MD 124/MD 115 Intersection and Gustin's Greenery	4 Lanes  +2 Lanes	Y  Y	92  93
	8-115	803400	12.	<u>MD 124 Relocated</u> Midcounty Highway to Emory Grove Road	4 Lanes	—	(by developer)
	8-135	823754	17.	<u>Watkins Mill Road Bridge</u> Whetstone Run Stream	+2 Lanes	—	95
NORTH BETHESDA	Line 17	151105	18.	<u>I-270 East Spur</u> Split to Interchange with MD 187 eastbound	+1 Lane Eastbound	—	92
	8-130	813691	19.	<u>I-270 Overpass/Westlake-Fernwood</u> Westlake Terrace to Fernwood Road	4 Lanes	N	95 (County & developer)
NORTH POTOMAC	8-89	743799	13.	<u>Longdraft Road, Phase II</u> Longdraft Road to Game Preserve Road	+2 Lanes	Y	(by developer)
OLNEY							
POTOMAC	Line 4	151087	1.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	91
	8-130	813691	19.	<u>I-270 Overpass/Westlake-Fernwood</u> Westlake Terrace to Fernwood Road	4 Lanes	N	95 (County & developer)
	8-112	863110	20.	<u>Seven Locks Road—River Road to Dwight</u> River Road (MD 190) to Dwight Drive	Safety Only	N	94
R & D VILLAGE	8-110	853122	21.	<u>Sam Eig Highway</u> Great Seneca Highway to Fields Road	4 Lanes Divided	Y	92
	8-87	903145	14.	<u>Life Sciences Center Roadway</u> <u>Improvements</u> Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Boulevard	+2 Lanes	N	94
ROCKVILLE CITY	—	7Q11	22.	<u>West Montgomery Ave. Reconstruction</u> Nelson Street to Great Falls Road	+1 Lane	—	93
	8-123	813127	6.	<u>Avery Road Bridge #49</u> Rock Creek	Replacement	—	95

Table 1 (Cont'd.)

Policy Area	PDF or Line No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/91	100% of Const. Expenditures By Fiscal Yea
Rockville City (Cont'd.)	Line 3	151035	23.	<u>I-270</u> New Bridge at Ritchie Parkway	4 Lanes	—	92
	8-87	903145	14.	<u>Life Sciences Center Roadway</u> <u>Improvements</u> Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Boulevard	+2 Lanes	N	94
	8-108	823865 1D11	24.	<u>Ritchie Parkway</u> Seven Locks Road to Rockville Pike (MD 355)	4 Lanes Divided	Y	94
	—	6C11	25.	<u>Fleet Street Extension</u> Richard Montgomery Drive to Ritchie Parkway	4 Lanes	—	95 (City & developer)
	—	6K11	26.	<u>Southlawn Lane - Lofstrand to Gude</u>	Widening to Standard	—	95
	—	9F12	27.	<u>Southlawn Lane West</u> Lofstrand Lane to N. Homers Lane	Widen to Standard	—	95
	8-114	873116	28.	<u>Silver Spring Intersections/Roadway</u> <u>Improvements</u> (Completions Vary by Improvement)		—	93 to 95
SILVER SPRING/ TAKOMA PARK	Line 1	161098	8.	<u>I-95/I-495 Capital Beltway</u> West of MD 650 to US 1	+2 Lanes	Y	93
	8-114	873116	28.	<u>Silver Spring Intersections/Roadway</u> <u>Improvements</u> (Completions vary by Improvement)		—	93 to 95

**TABLE 2: LIST OF TRANSIT RELATED PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 92-97 CIP, THE MDDOT FY 91-96 CONSOLIDATED PROGRAM, OR WMATA'S CAPITAL BUDGET**

M-NCPPC 10/8/91

Policy Area	PDF or Line No.	Project No.	Map No.	Transit Project Name (Underlined) With Phases and/or Limits	Scope of Improvement	100% of Const. Expenditures By Fiscal Year
FAIRLAND/ WHITE OAK	8-174	913180	1.	<u>Fairland Park &amp; Ride</u> Northwest Quadrant of Fairland Road and US 29	350 spaces	93
	8-178	913179	2.	<u>Scaggsville Park &amp; Ride</u> Southwest corner of Relocated MD 216 and US 29 (in Howard County)	700 spaces	94
KENSINGTON/ WHEATON	8-184	903238	3.	<u>Glenmont Metro Parking Garage</u> WMATA Garage Site	1900 spaces	92
GERMAN- TOWN TOWN CENTER	Line 25	---	4.	<u>Brunswick Lines:</u> <u>Germantown Station</u> <u>Parking Expansion</u>	300 spaces	92

**TABLE 3: LIST OF TRANSPORTATION PROJECTS BY POSSIBLE FISCAL YEAR OF IMPLEMENTATION BASED UPON THE FY 92-97 CIP and FY 91-96 CTP**

M-NCPPC 10/8/91

Policy Area	PDF or Line No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons.		Expenditure by	
						FY95	FY96	FY97	FY97+
ASPEN HILL	Line 27	153305	1.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes (No construction funding)				X
	Line 24	154002	2.	<u>Intercounty Connector</u> Norbeck Rd. (MD 28) to Columbia Pike (US 29)	Under Study				X
BETHESDA CBD									
BETHESDA / - CHEVY CHASE	Line 20	151114	3.	<u>I-495 (Capital Beltway)</u> Connecticut Ave. (MD 185) Interchange	Reconstruct Interchange				X
CLOVERLY	8-97 Line 34	893128 153337	4.	<u>MD 650-Briggs Chaney Road-Norwood Rd.:</u> Section 2: ICC to Briggs Chaney Road Briggs Chaney-Norwood Road Realignment Briggs Chaney Rd. to Spencerville Rd. (MD 198) Section 3: Relocated Briggs Chaney Road to Norwood Road	+1 Lane +1 Lane +1 Lane Reconstruct				X X X X
	Line 24	154002	2.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Study				X
	Line 27	153305	1.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes (No construction funding)				X
DAMASCUS	8-96	883105	5.	<u>MD 124 Extension (A-12)</u> Phase 2: 1,150 feet North MD 108/MD 124 to Ridge Road (MD 27)	2 Lanes				X
DERWOOD/ NEEDWOOD	8-77 Line 23	863117 154166	6.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under Study				X
	Line 31	153414	7.	<u>MD 124/MD 27 Corridor Study</u> MD 355 to MD 80	Project Planning Study				X
FAIRLAND/ WHITE OAK	8-97 Line 34	893128 153337	4.	<u>MD 650-Briggs Chaney Road-Norwood Rd.</u> Section 1: Randolph Road to Notley Road Notley Road to the ICC	Under Design +2 Lanes +4 Lanes				X X
	8-51	883103	8.	<u>Briggs Chaney Road Widening: Phase II</u> Section 1: Automobile Blvd/Castle Blvd. to Gateshead Manor Way Section 2: Gateshead Manor Way to 300' south of Dogwood Drive Section 3: 300' south of Dogwood Drive to Fairland Road	+2 Lanes Divided +1 Lane +1 Lane				X X X X
	Line 25	154002	2.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Study				X
	8-60	893134	9.	<u>Fairland Road East</u> Columbia Pike (US 29) to PG County Line	Safety Widening				X
	Line 25	154166	10.	<u>Intercounty Connector</u> Columbia Pike (US 29) to I-95	6-Lane Freeway				X
	Line 21	152043	11.	<u>US 29 Widening</u> Bridge over New Hampshire Avenue (MD 650)	+2 Lanes				X
	Line 22	152019	12.	<u>US 29 Improvement Study</u> I-495 to Howard County	Under Study				X

Table 3 (Cont'd.)

Policy Area	PDF or Line No.	Project Line	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons.		Expenditure by	
						FY95	FY96	FY97	FY97+
Fairland/White Oak (Cont'd.)	8-109A	923174	13.	<u>Robey Road</u> South of Briggs Chaney Road to Greencastle Road	Safety (Planning only)				X
GAITHERS-BURG CITY	8-71	883101	15.	<u>Goshen Road</u> Phase I. Girard Street to Warfield Road Phase II. Warfield Road to MD 124	+2 Lanes Safety Widening				X X
	8-89	743799	16.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes				X
	Line 30	153386	17.	<u>MD 124, Quince Orchard Road</u> Darnestown Road (MD 28) to Longdraft Road	+2 Lanes Divided (Study)				X
	8-121	883109	18.	<u>Watkins Mill Road Extended</u> Clopper Road (MD 117) to Frederick Avenue (MD 355)	4-Lane Divided				X
	Line 26	153387	14.	<u>MD 28, Darnestown Road</u> Key West Avenue to Dufief Mill Road	+2 Lanes Divided				X
				Dufief Mill Rd. to Quince Orchard Rd.	+4 Lanes Divided				X
				Quince Orchard Rd. to Riffleford Road	+2 Lane Divided				X
GERMANTOWN EAST	8-61	873115	19.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 1: Eastern Gore I-270/Father Hurley Blvd. Interchange to Ridge Road (MD 27) Section 2: b) Partial Cloverleaf Interchange with I-270	4 Lanes Divided Interchange	X*			
	8-94 Line 7	863171 153023	20.	<u>MD 118 Relocated*</u> Phase II: I-270 to Frederick Road (MD 355)	+4 Lanes	X*			
	Line 33	153397	21.	<u>Frederick Avenue (MD 355)</u> a. Montgomery Village Avenue (MD 124) to MD 118 Relocated b. MD 118 Relocated to Ridge Road (MD 27)	Project Planning Study  +2 Lanes				X
	8-67	863116	22.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue MD 118 Extended	4 Lanes Divided				X
	Line 15	151094	23.	<u>I-270</u> Germantown Road (MD 118) to Clarksburg Road (MD 121)	+2 Lanes				X
	Line 14	102062	24.	<u>I-270 and US 15, Frederick Freeway</u> I-270: MD 124 to Frederick County Line	Planning only				X
	Line 31	153414	7.	<u>MD 124/MD 27 Corridor Study</u> MD 355 to MD 80	Project Planning Study				X
GERMANTOWN CENTER	8-94 Line 7	863171 153023	20.	<u>MD 118 Relocated*</u> Phase I: Wisteria Drive to Clopper Road (MD 117)	+2 Lanes Divided	X*			
GERMANTOWN WEST	8-61	873115	19.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 2: a) Crystal Road Drive to Eastern Gore I-270/Father Hurley Blvd. b) Partial Cloverleaf Interchange with I-270	6 Lanes Divided Interchange	X*			
						X*			

\* Considered 100% programmed for construction in the first four years only for developers who have agreed to fund their share of these costs.



Table 3 (Cont'd.)

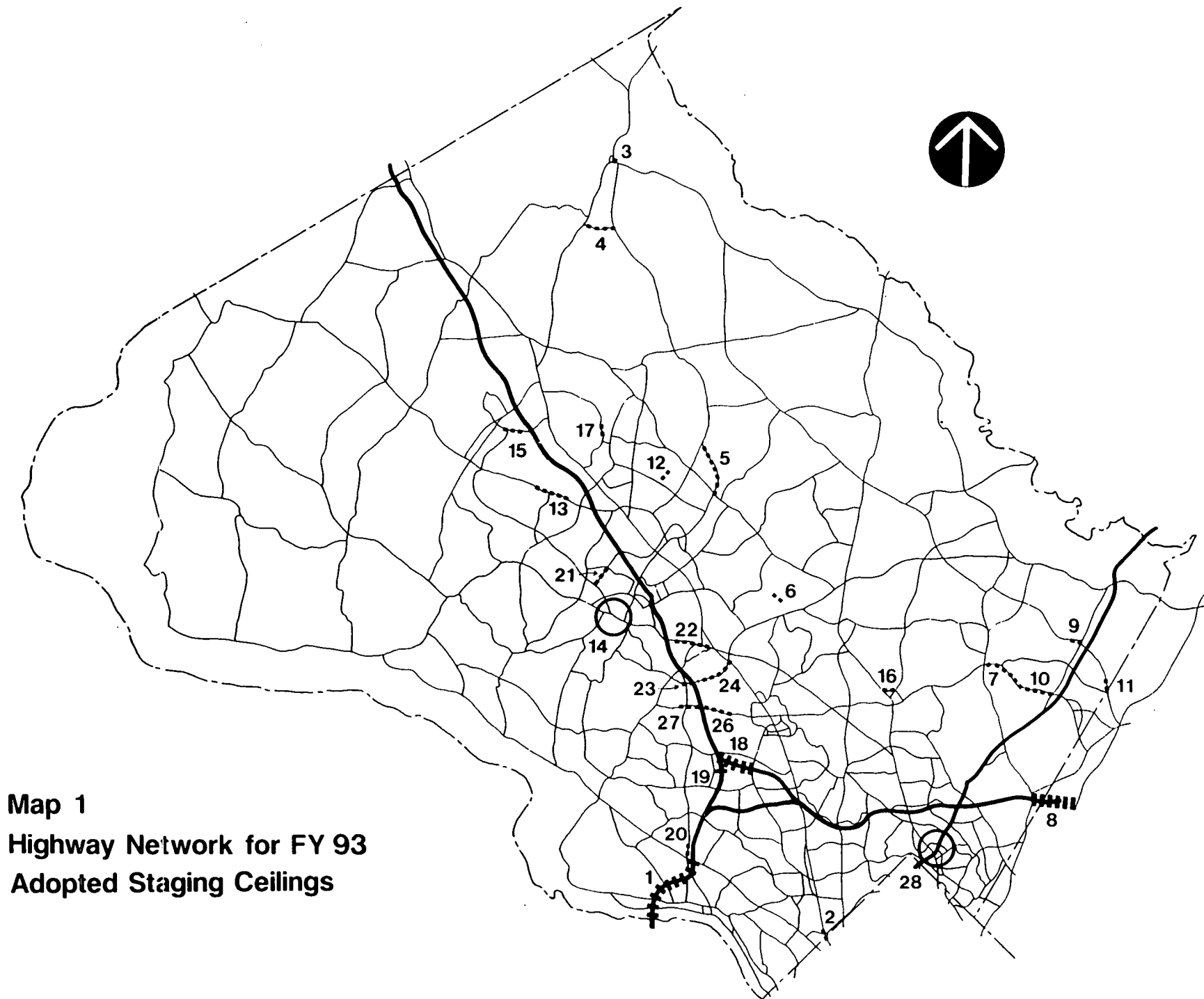
Policy Area	PDF or Line No.	Project Line	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons.		Expenditure by	
						FY95	FY96	FY97	FY97+
GERMANTOWN WEST (Cont'd.)	8-93 Line 29	913100 153435	25.	<u>MD 117 Widening - Germantown*</u> Great Seneca Highway to 1000' east of Germantown Road (MD 118)	+4 Lanes Divided	X*			
	8-94 Line 7	863171 153023	20.	<u>MD 118 Relocated*</u> Phase I: Wisteria Drive to Clopper Road (MD 117)	+2 Lanes Divided	X*			
	Line 15	151094	23.	<u>I-270</u> Germantown Drive (MD 118) to Clarksburg Road (MD 121)	+2 Lanes				X
	8-67	863116	22.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue to MD 118 Extended	4 Lanes Divided				X
	Line 20	102062	24.	<u>I-270 and US 15, Frederick Freeway</u> I-270: MD 124 to Frederick County 6, NC	Planning only				X
KENSINGTON/ WHEATON	Line 21	152043	11.	<u>US 29 Widening</u> Interchange at MD 193 (Four Corners)	Under Study				X
	Line 22	152019	12.	<u>US 29 Improvement Study</u> I-495 to Howard County Line	Under Study				X
MONTGOMERY VILLAGE/ AIRPARK	8-67	863116	22.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue to MD 118 Extended	4 Lanes Divided				X
	8-71	883101	15.	<u>Goshen Road</u> Phase II. Warfield Road to MD 124	Safety Widening				X
	Line 31	153414	7.	<u>MD 124/MD 27 Corridor Study</u> MD 355 to MD 80	Project Planning Study				X
NORTH BETHESDA	Line 18	151104	26.	<u>I-270: West Spur</u>	+2 Lanes				X
	Line 19	151112		Y Split to I-495 and possible interchange upgrade					
	Line 17	151105	27.	<u>I-270: East Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes				X
NORTH POTOMAC	Line 26	153387	14.	<u>MD 28, Darnestown Road</u> Key West Avenue to Duffel Mill Road	+2 Lanes Divided				X
				Duffel Mill Rd. to Quince Orchard Rd.	+4 Lanes Divided				X
				Quince Orchard Rd. to Riffleford Road	+2 Lane Divided				X
	8-89	743799	16.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes				X
	Line 30	153386	17.	<u>MD 124, Quince Orchard Road</u> Darnestown Road (MD 28) to Longdraft Road	+2 Lanes Divided Study				X
OLNEY	8-91 Line 28	153370 903129	26.	<u>Laytonsville-Sandy Spring Road (MD 108)</u> Olney Mill Road to Dr Bird Road	+2 Lanes Divided			X	
	8-77 Line 23	863117 154168	6.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under Study				X

\* Considered 100% programmed for construction in the first four years only for developers who have agreed to fund their share of these costs.

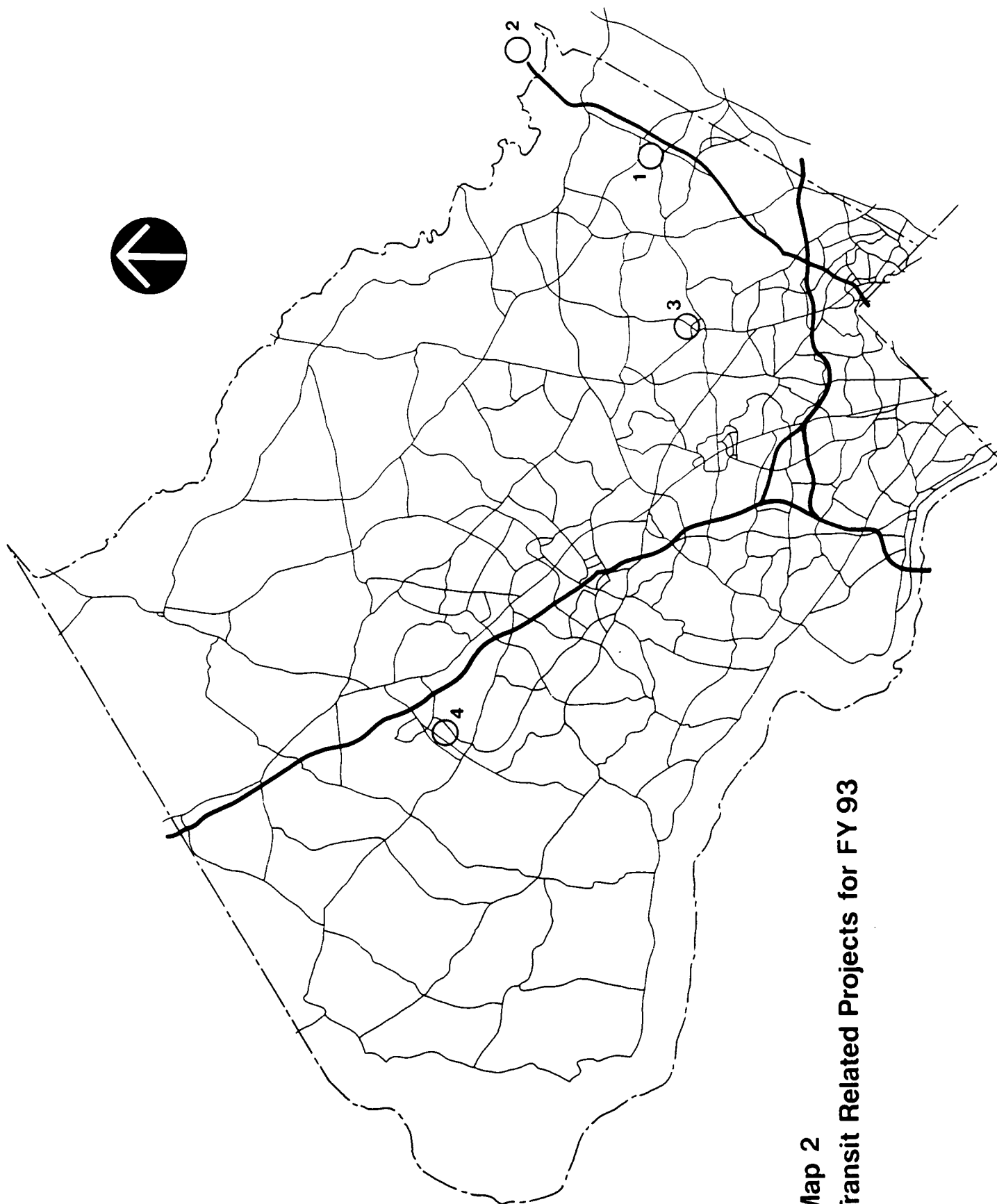
Table 3 (Cont'd.)

Policy Area	PDF or Line No.	Project Line	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons.		Expenditure by	
						FY95	FY96	FY97	FY97+
POTOMAC	Line 32	153371	29.	<u>Falls Road (MD 189)</u> River Road to Ritchie Parkway	Project Planning Study				X
R & D VILLAGE	Line 26	153387	14.	<u>MD 28, Darnestown Road</u> Research Boulevard to Gude Drive	6 Lanes Divided				X
				Key West Ave. to Dufief Mill Road	+2 Lanes Divided				X
	8-80	863179	30.	<u>Key West Avenue-Gude Drive to I-270</u> Section 1: Gude Drive to 600' west of Research Blvd.	6 Lanes Divided				X
				Section 2: 600' west of Research Blvd. to 600' east of Hurley Avenue	7 Lanes Undivided				X
ROCKVILLE CITY	—	8B11	31.	<u>Chapman Avenue</u> Halprine Road to Rockville Pike (MD 355)	2 Lanes		X**		
	—	9E12	32.	<u>Southlawn/Dover Connector</u> at Lofstrand Lane	2 Lanes		X		
	—	0B11	33.	<u>West Ritchie Parkway - Falls Road to Rt. 28</u>	+2 Lanes Divided			X	
	Line 26	153387	14.	<u>MD 28, Darnestown Road</u> I-270 to Research Boulevard Research Boulevard to Gude Drive	+2 Lanes 6 Lanes Divided				X X
SILVER SPRING/ CBD	8-114	873116	34.	<u>Silver Spring Intersections/Roadway Improvements</u> (Completions Vary FY 93 to FY97)	Under Study			X	
SILVER SPRING/ TAKOMA PARK	8-114	873116	34.	<u>Silver Spring Intersections/Roadway Improvements</u> (Completions Vary FY 93 to FY97)	Under Study			X	

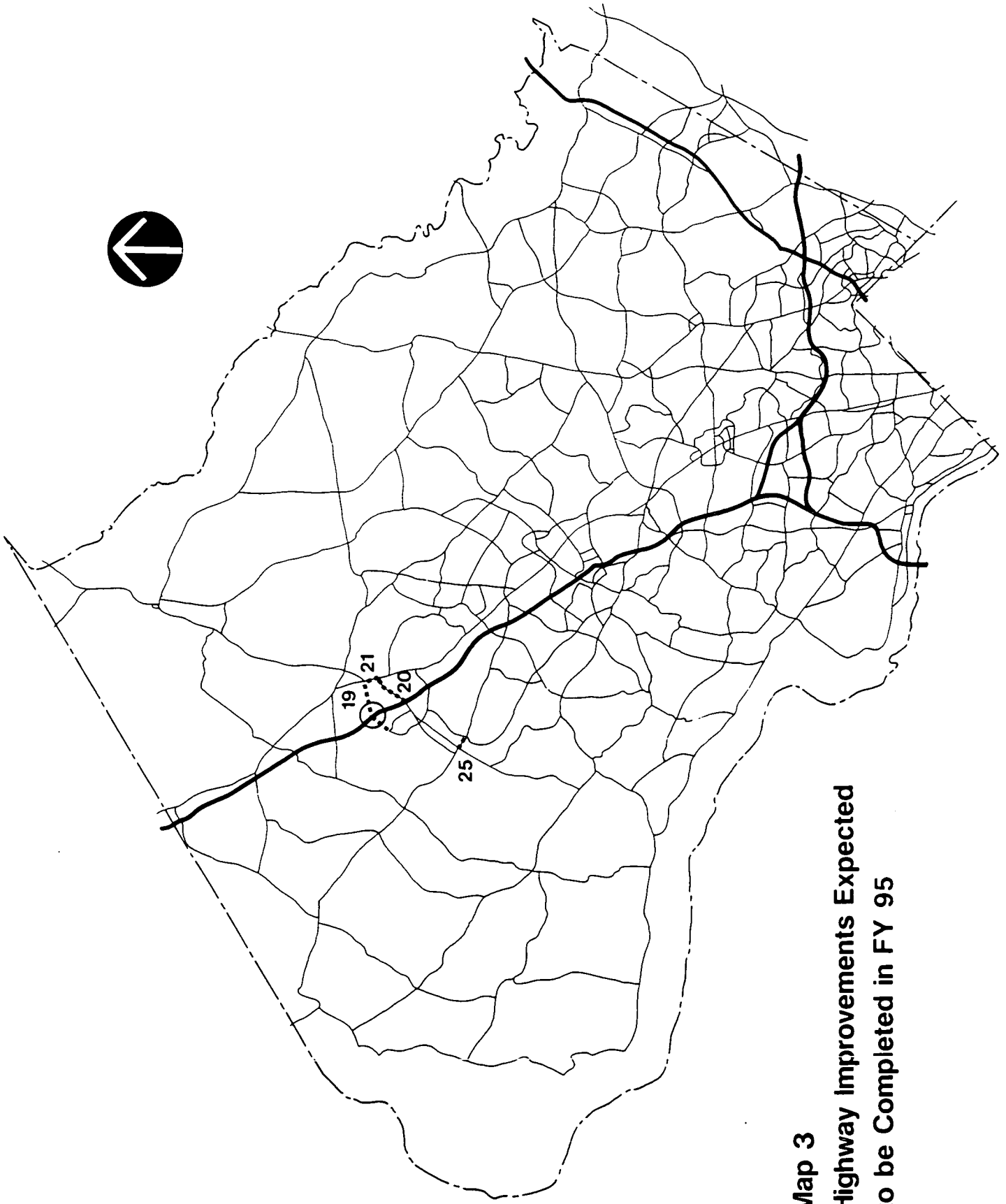
\*\* Schedule dependent upon developer contribution.



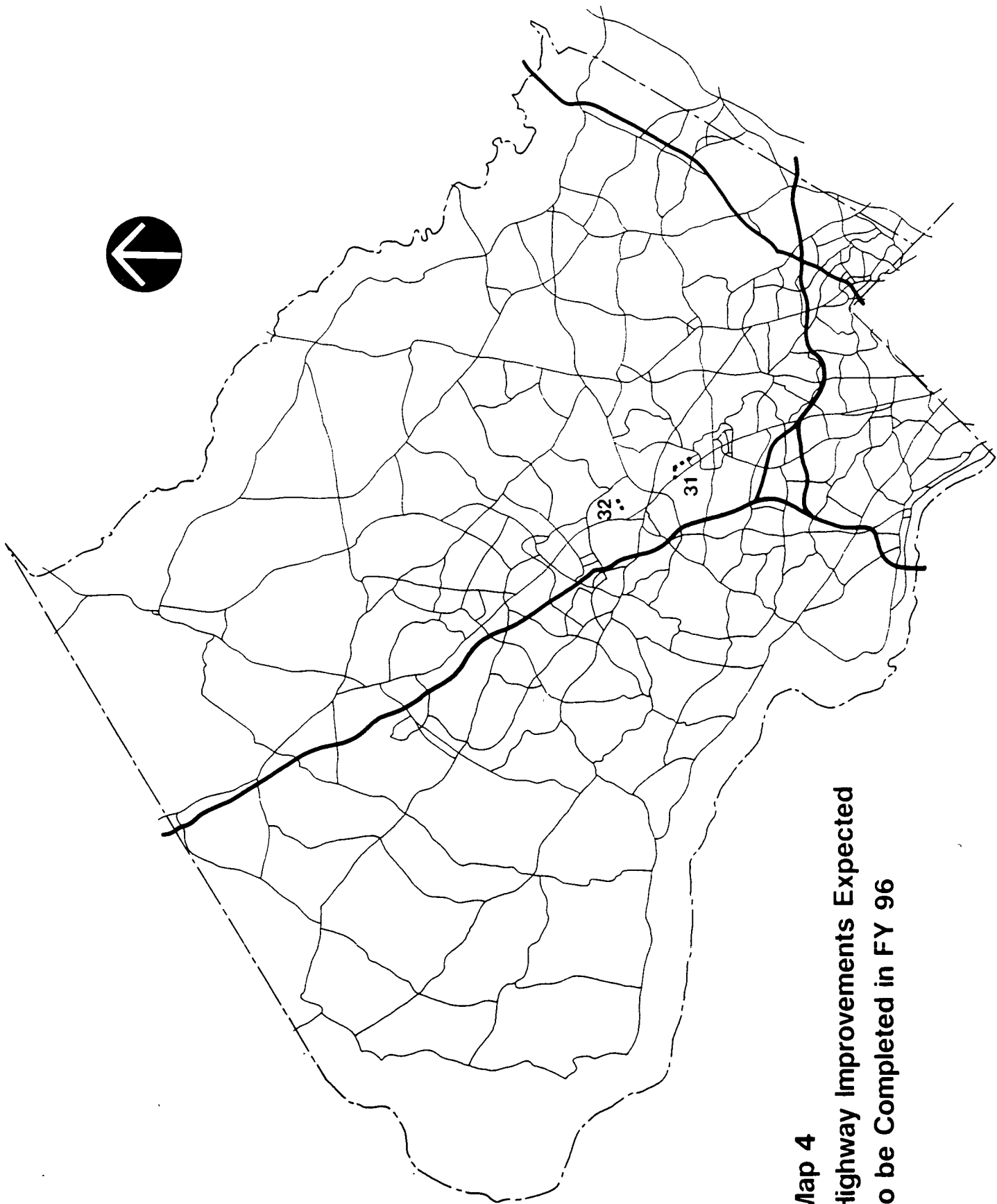
**Map 1**  
**Highway Network for FY 93**  
**Adopted Staging Ceilings**



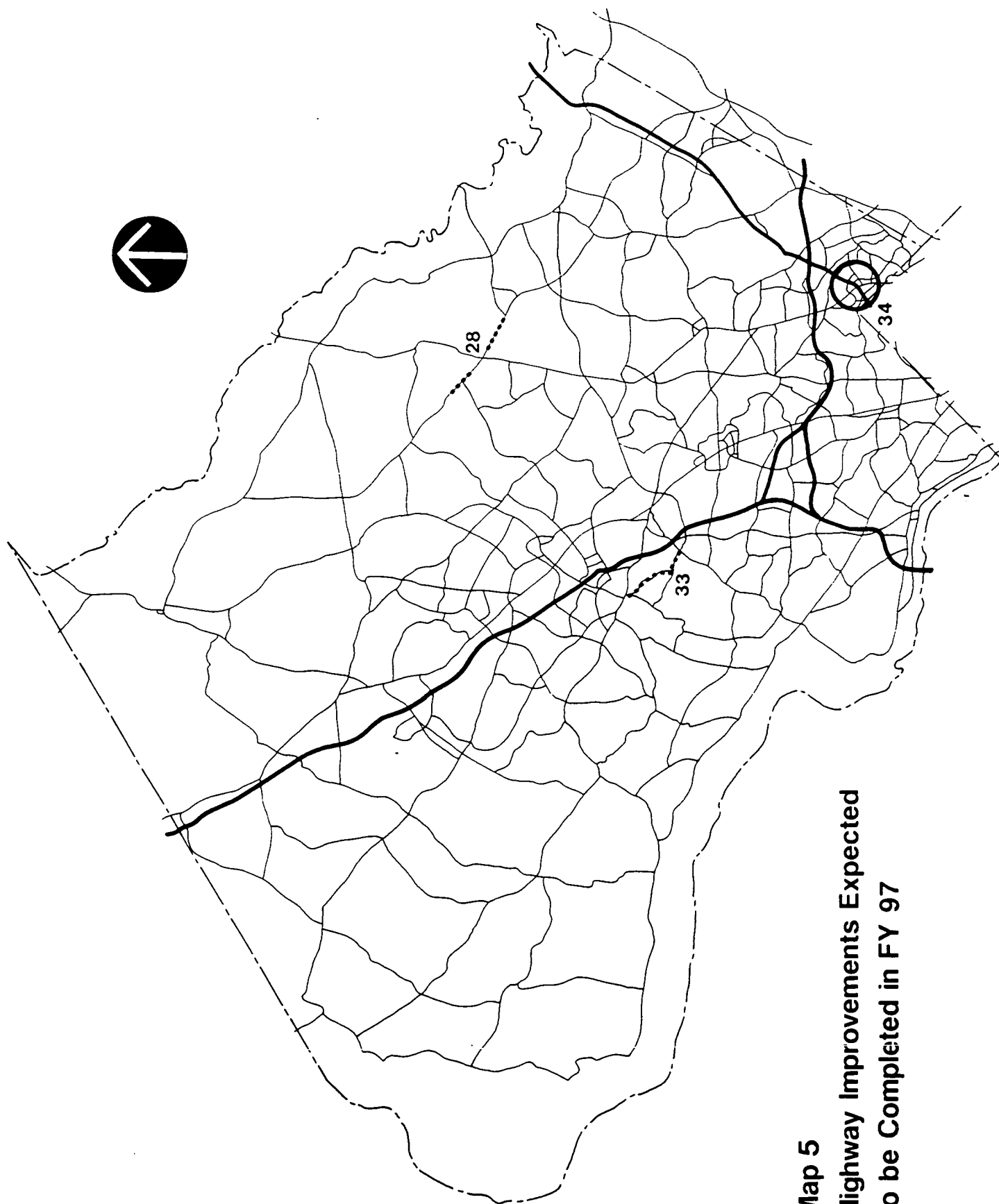
**Map 2**  
**Transit Related Projects for FY 93**



**Map 3**  
**Highway Improvements Expected**  
**to be Completed in FY 95**



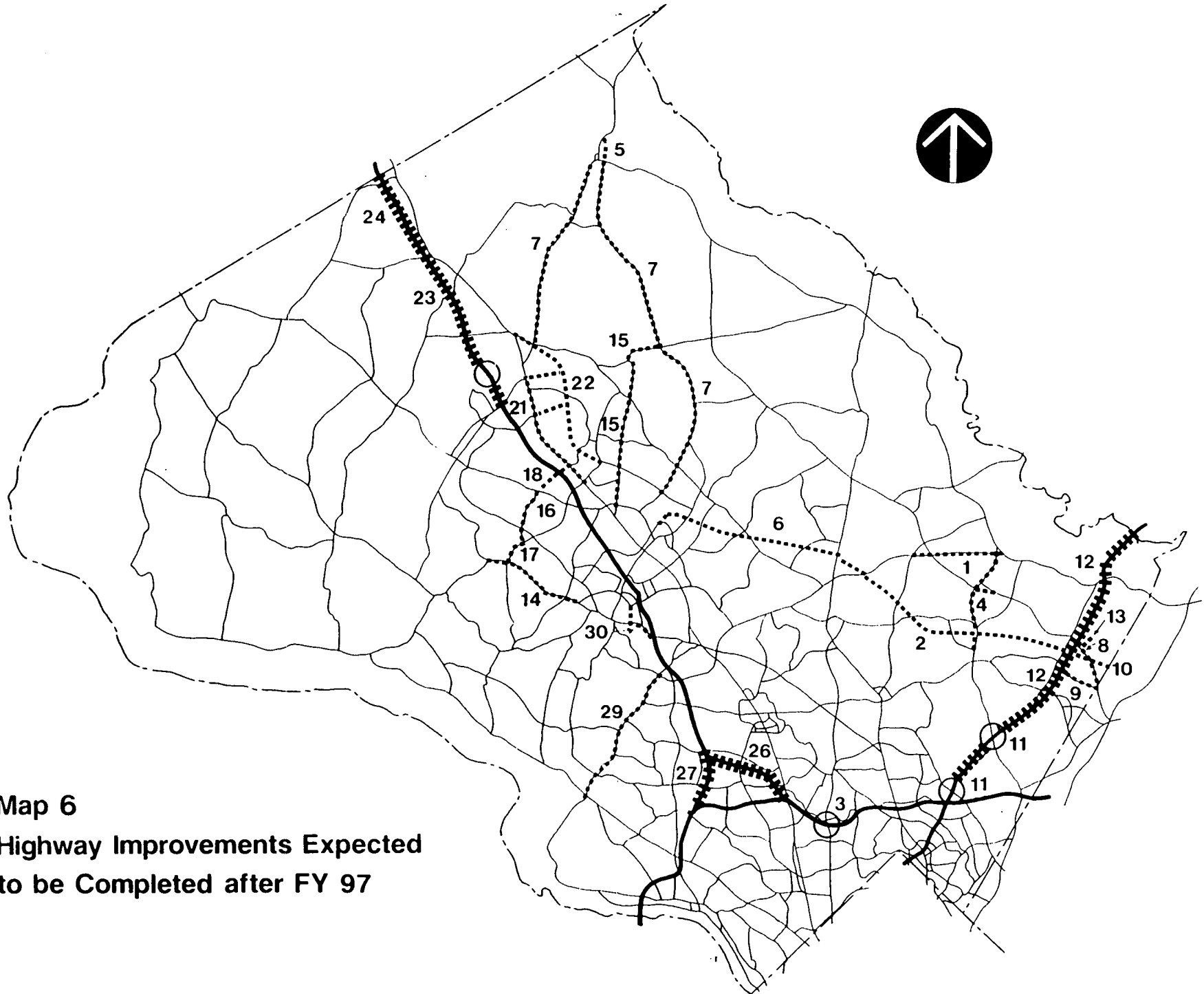
**Map 4**  
**Highway Improvements Expected**  
**to be Completed in FY 96**



**Map 5**  
**Highway Improvements Expected**  
**to be Completed in FY 97**



**Map 6**  
**Highway Improvements Expected**  
**to be Completed after FY 97**





**Appendix 6:**

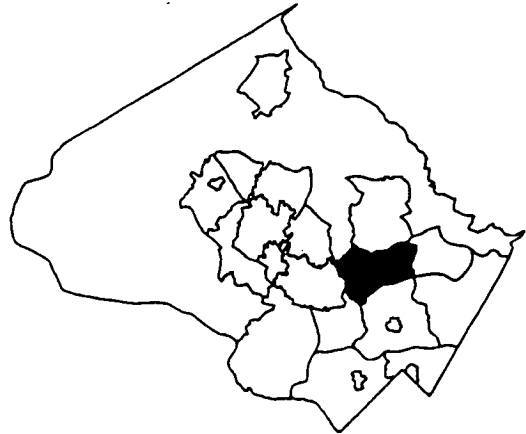
**Policy Area  
Staging Tables  
And  
Profiles**

## ASPEN HILL

	JOB	HOUSING
1991 Base	6,344	21,721
Gross Pipeline (9/26/91)	6,358	24,654
FY 92 Gross Ceiling	6,692	19,509
Net Remaining	334	(5,145)
FY 93 Gross Anticipated Ceiling	6,692	19,509
Net Remaining	334	(5,145)

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	0	18
Draft Housing Queue (8/8/91)	29	15
Jobs/Housing Ratio	0.29	20
Land Area in Square Miles	12.54	6



## BETHESDA CBD

	JOB	HOUSING
1991 Base	37,007	4,616
Gross Pipeline (9/26/91)	40,149	5,201
FY 92 Gross Ceiling	40,464	5,701
Net Remaining	315	500
FY 93 Gross Anticipated Ceiling	40,464	5,701
Net Remaining	315	500

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	2,687	6
Draft Housing Queue (8/8/91)	171	9
Jobs/Housing Ratio	8.02	2
Land Area in Square Miles	0.66	20

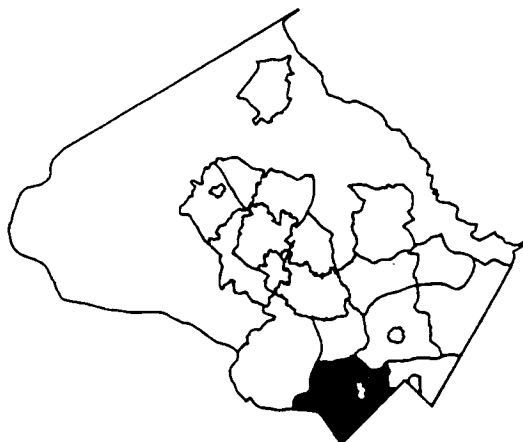


## BETHESDA/CHEVY CHASE

	JOB	HOUSING
1991 Base	45,349	30,246
Gross Pipeline (9/26/91)	48,303	31,582
FY 92 Gross Ceiling	56,298	34,023
Net Remaining	7,995	2,441
FY 93 Gross Anticipated Ceiling	56,298	34,023
Net Remaining	7,995	2,441

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	5	17
Draft Housing Queue (8/8/91)	33	14
Jobs/Housing Ratio	1.50	10
Land Area in Square Miles	20.17	3

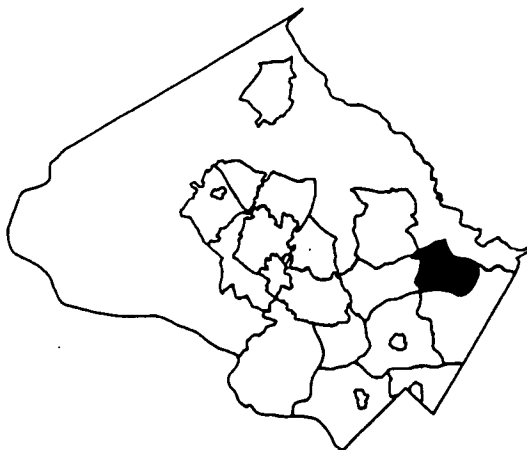


## CLOVERLY

	JOB	HOUSING
1991 Base	477	4,572
Gross Pipeline (9/26/91)	577	4,939
FY 92 Gross Ceiling	392	2,832
Net Remaining	(185)	(2,107)
FY 93 Gross Anticipated Ceiling	392	2,832
Net Remaining	(185)	(2,107)

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	0	18
Draft Housing Queue (8/8/91)	729	3
Jobs/Housing Ratio	0.10	21
Land Area in Square Miles	9.96	11

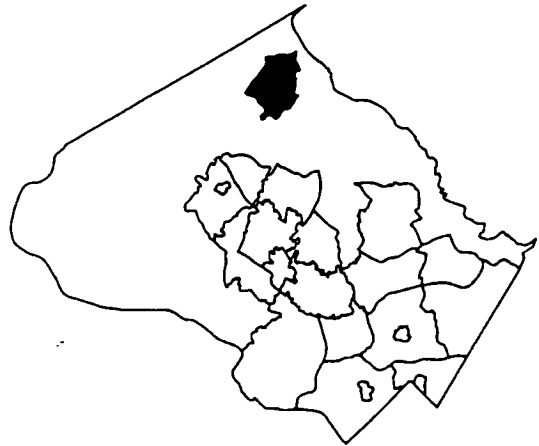


## DAMASCUS

	JOB	HOUSING
1991 Base	1,565	2,532
Gross Pipeline (9/26/91)	2,188	2,879
FY 92 Gross Ceiling	2,273	1,915
Net Remaining	85	(964)
FY 93 Gross Anticipated Ceiling	2,273	1,915
Net Remaining	85	(964)

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	31	16
Draft Housing Queue (8/8/91)	107	10
Jobs/Housing Ratio	0.62	14
Land Area in Square Miles	9.60	13

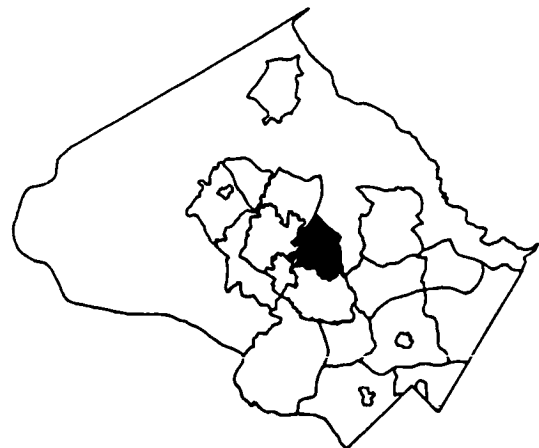


## DERWOOD/NEEDWOOD/ WASHINGTON GROVE/SHADY GROVE

	JOB	HOUSING
1991 Base	23,118	5,613
Gross Pipeline (9/26/91)	25,732	5,750
FY 92 Gross Ceiling	23,337	7,142
Net Remaining	(2,395)	1,392
FY 93 Gross Anticipated Ceiling	23,337	7,642
Net Remaining	(2,395)	1,892

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	5,555	2
Draft Housing Queue (8/8/91)	207	8
Jobs/Housing Ratio	4.12	7
Land Area in Square Miles	9.12	15

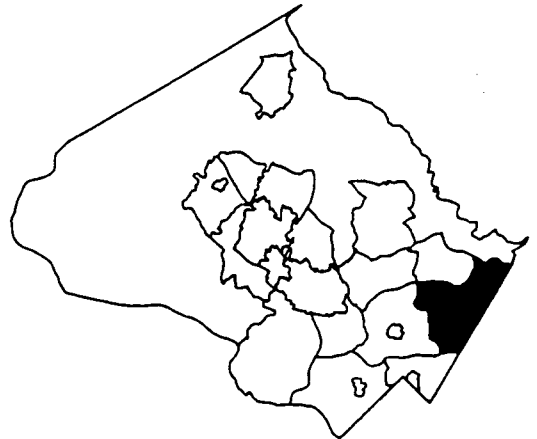


## FAIRLAND/WHITE OAK

	JOB	HOUSING
1991 Base	24,640	24,741
Gross Pipeline (9/26/91)	31,558	26,634
FY 92 Gross Ceiling	19,819	23,811
Net Remaining	(11,739)	(2,823)
FY 93 Gross Anticipated Ceiling	21,319	24,811
Net Remaining	(10,239)	(1,823)

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	102	14
Draft Housing Queue (8/8/91)	802	2
Jobs/Housing Ratio	1.00	11
Land Area in Square Miles	20.87	2

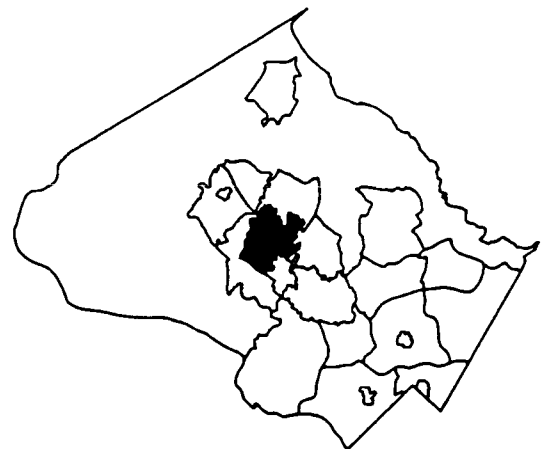


## GAITHERSBURG CITY

	JOB	HOUSING
1991 Base	38,857	16,891
Gross Pipeline (9/26/91)	51,912	19,102
FY 92 Gross Ceiling	47,111	21,321
Net Remaining	(4,801)	2,219
FY 93 Gross Anticipated Ceiling	47,111	19,821
Net Remaining	(4,801)	719

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	0	18
Draft Housing Queue (8/8/91)	0	20
Jobs/Housing Ratio	2.30	9
Land Area in Square Miles	10.67	9

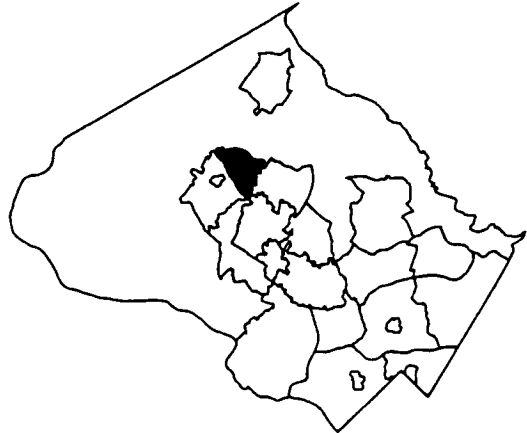


## GERMANTOWN EAST

	JOB	HOUSING
1991 Base	3,479	4,647
Gross Pipeline (9/26/91)	18,441	8,987
FY 92 Gross Ceiling	18,367	9,036
Net Remaining	(74)	49
FY 93 Gross Anticipated Ceiling	18,367	9,036
Net Remaining	(74)	49

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	3,526	5
Draft Housing Queue (8/8/91)	712	4
Jobs/Housing Ratio	0.75	12
Land Area in Square Miles	5.96	17

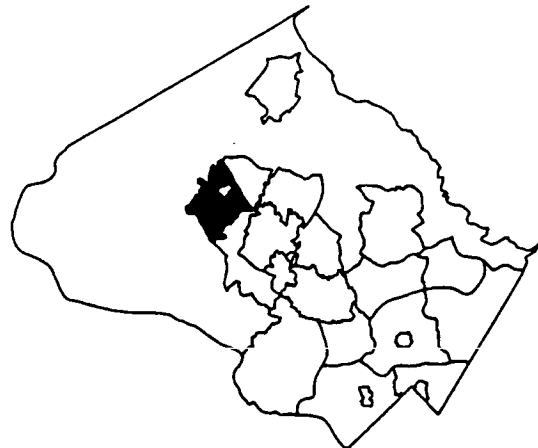


## GERMANTOWN WEST

	JOB	HOUSING
1991 Base	5,881	13,363
Gross Pipeline (9/26/91)	15,789	16,319
FY 92 Gross Ceiling	14,049	15,464
Net Remaining	(1,740)	(855)
FY 93 Gross Anticipated Ceiling	14,049	15,464
Net Remaining	(1,740)	(855)

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	8,890	1
Draft Housing Queue (8/8/91)	4,033	1
Jobs/Housing Ratio	0.44	18
Land Area in Square Miles	10.76	8



## GERMANTOWN TOWN CENTER

	JOB	HOUSING
1991 Base	2,189	9
Gross Pipeline (9/26/91)	5,353	111
FY 92 Gross Ceiling	5,353	111
Net Remaining	0	0
FY 93 Gross Anticipated Ceiling	5,353	111
Net Remaining	0	0

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	778	9
Draft Housing Queue (8/8/91)	26	16
Jobs/Housing Ratio	243.22	1
Land Area in Square Miles	0.48	22

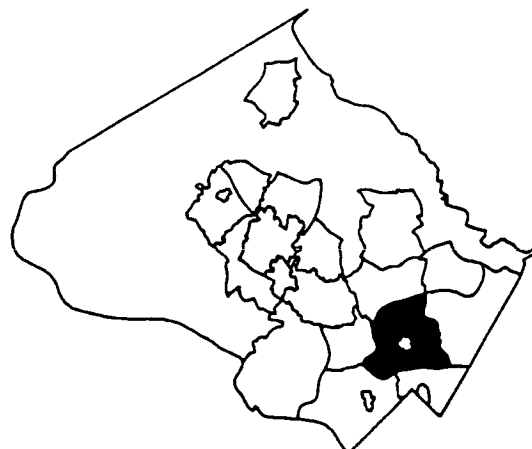


## KENSINGTON/WHEATON

	JOB	HOUSING
1991 Base	13,361	33,339
Gross Pipeline (9/26/91)	13,648	33,895
FY 92 Gross Ceiling	17,611	35,843
Net Remaining	3,963	1,948
FY 93 Gross Anticipated Ceiling	17,611	35,843
Net Remaining	3,963	1,948

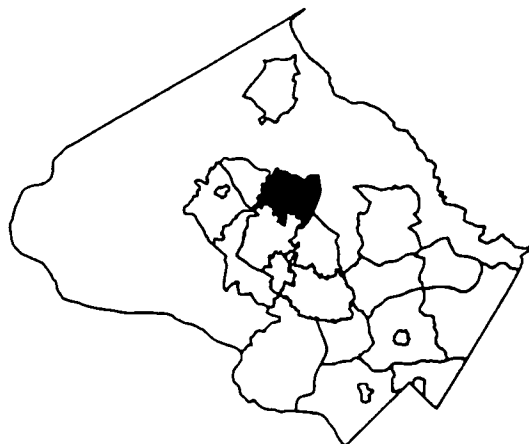
### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	221	11
Draft Housing Queue (8/8/91)	35	13
Jobs/Housing Ratio	0.40	19
Land Area in Square Miles	18.89	4



## MONTGOMERY VILLAGE/AIRPARK

	JOB	HOUSING
1991 Base	9,328	13,697
Gross Pipeline (9/26/91)	15,098	16,298
FY 92 Gross Ceiling	9,910	12,076
Net Remaining	(5,188)	(4,222)
FY 93 Gross Anticipated Ceiling	9,910	12,076
Net Remaining	(5,188)	(4,222)

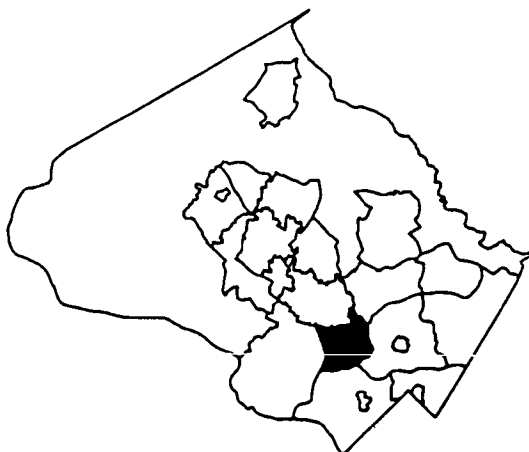


### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	1,100	8
Draft Housing Queue (8/8/91)	322	6
Jobs/Housing Ratio	0.68	13
Land Area in Square Miles	9.82	12

## NORTH BETHESDA

	JOB	HOUSING
1991 Base	67,701	15,176
Gross Pipeline (9/26/91)	79,287	16,517
FY 92 Gross Ceiling	71,162	17,841
Net Remaining	(8,125)	1,324
FY 93 Gross Anticipated Ceiling	71,662	19,341
Net Remaining	(7,625)	2,824



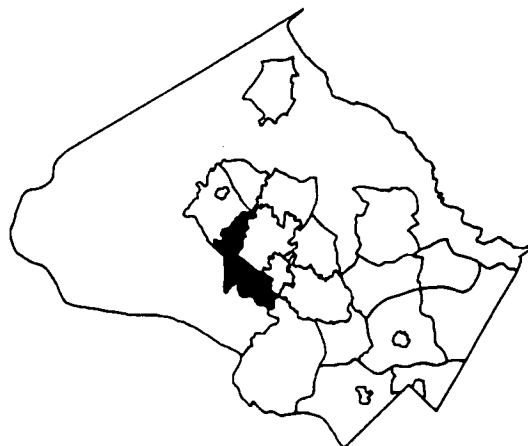
### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	188	13
Draft Housing Queue (8/8/91)	17	17
Jobs/Housing Ratio	4.46	6
Land Area in Square Miles	9.21	14



## NORTH POTOMAC

	JOBS	HOUSING
1991 Base	542	6,613
Gross Pipeline (9/26/91)	796	8,248
FY 92 Gross Ceiling	692	3,344
Net Remaining	(104)	(4,904)
FY 93 Gross Anticipated Ceiling	692	3,344
Net Remaining	(104)	(4,904)

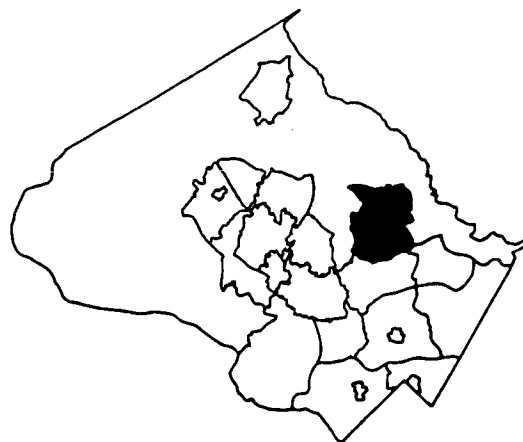


### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	0	18
Draft Housing Queue (8/8/91)	50	12
Jobs/Housing Ratio	0.08	22
Land Area in Square Miles	10.56	10

## OLNEY

	JOBS	HOUSING
1991 Base	4,081	8,054
Gross Pipeline (9/26/91)	5,021	10,604
FY 92 Gross Ceiling	4,701	9,894
Net Remaining	(320)	(710)
FY 93 Gross Anticipated Ceiling	4,701	9,894
Net Remaining	(320)	(710)



### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	548	10
Draft Housing Queue (8/8/91)	498	5
Jobs/Housing Ratio	0.51	16
Land Area in Square Miles	16.93	5

## POTOMAC

	JOB	HOUSING
1991 Base	8,917	15,028
Gross Pipeline (9/26/91)	9,572	16,388
FY 92 Gross Ceiling	11,722	18,059
Net Remaining	2,150	1,671
FY 93 Gross Anticipated Ceiling	11,722	18,059
Net Remaining	2,150	1,671

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	0	18
Draft Housing Queue (8/8/91)	61	11
Jobs/Housing Ratio	0.59	15
Land Area in Square Miles	29.45	1

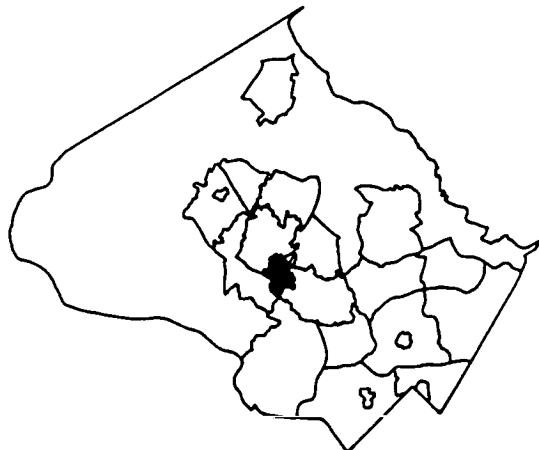


## R & D VILLAGE

	JOB	HOUSING
1991 Base	9,487	1,582
Gross Pipeline (9/26/91)	23,542	3,792
FY 92 Gross Ceiling	19,185	3,598
Net Remaining	(4,357)	(194)
FY 93 Gross Anticipated Ceiling	20,685	5,098
Net Remaining	(2,857)	1,306

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	4,401	3
Draft Housing Queue (8/8/91)	0	20
Jobs/Housing Ratio	6.00	4
Land Area in Square Miles	3.16	18



## ROCKVILLE CITY

	JOB	HOUSING
1991 Base	55,431	15,631
Gross Pipeline (9/26/91)	72,883	16,984
FY 92 Gross Ceiling	65,691	17,147
Net Remaining	(7,192)	163
FY 93 Gross Anticipated Ceiling	65,691	17,147
Net Remaining	(7,192)	163

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	1,377	7
Draft Housing Queue (8/8/91)	0	20
Jobs/Housing Ratio	3.55	8
Land Area in Square Miles	12.38	7



## SILVER SPRING CBD

	JOB	HOUSING
1991 Base	31,410	4,482
Gross Pipeline (9/26/91)	41,295	6,492
FY 92 Gross Ceiling	42,236	7,864
Net Remaining	941	1,372
FY 93 Gross Anticipated Ceiling	42,236	7,864
Net Remaining	941	1,372

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	4,054	4
Draft Housing Queue (8/8/91)	276	7
Jobs/Housing Ratio	7.01	3
Land Area in Square Miles	0.59	21

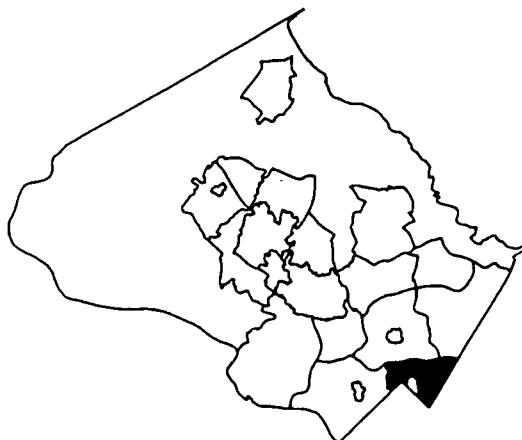


## SILVER SPRING/TAKOMA PARK

	JOB	HOUSING
1991 Base	12,525	26,848
Gross Pipeline (9/26/91)	13,428	27,185
FY 92 Gross Ceiling	13,820	28,481
Net Remaining	392	1,296
FY 93 Gross Anticipated Ceiling	14,070	29,481
Net Remaining	642	2,296

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	100	15
Draft Housing Queue (8/8/91)	6	18
Jobs/Housing Ratio	0.47	17
Land Area in Square Miles	8.06	16

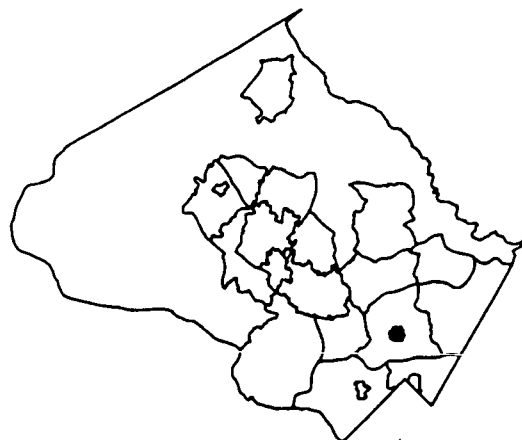


## WHEATON CBD

	JOB	HOUSING
1991 Base	8,699	1,766
Gross Pipeline (9/26/91)	8,786	1,797
FY 92 Gross Ceiling	11,534	3,306
Net Remaining	2,748	1,509
FY 93 Gross Anticipated Ceiling	11,534	3,306
Net Remaining	2,748	1,509

### PROFILE (1991 Estimate)

	Number	Rank
Draft Job Queue (8/8/91)	195	12
Draft Housing Queue (8/8/91)	0	20
Jobs/Housing Ratio	4.93	5
Land Area in Square Miles	0.76	19



## **Appendix 7**

# **Description of Transit Availability and Use by Policy Area**

## **7. DESCRIPTION OF TRANSIT AVAILABILITY AND USE BY POLICY AREA**

Planning Board staff have evaluated the appropriate level of service standards for policy areas taking into account a number of factors that relate to the transit service coverage, transit service frequency, accessibility of transit services, and automobile dependency. Refined measures of the share of households and employment within walking distance of transit have been used for the FY 93 AGP.

The staff evaluation of key transit availability and use factors is summarized below.

## **ASPEN HILL**

### **Coverage and Frequency of Transit**

Aspen Hill has a moderate level of transit service coverage, with about three-fourths of all households within walking distance of transit. The area has a very good level of bus service frequency, averaging nearly ten buses per AM peak hour on the routes in the area. Aspen Hill is not directly served by rail.

### **Accessibility to Transit**

Aspen Hill has a moderate supply of sidewalks and limited bicycle paths and lanes. There are no secure bicycle parking spaces serving transit access. Policy area residents have access to a very good supply of park-and-ride spaces at the Aspen Hill Shopping Center, the Wheaton and Twinbrook Metro stations, as well as the programmed garage at Glenmont.

### **Use of Different Types of Transportation**

Aspen Hill has limited levels of transit use, walking, and cycling. Five out of six work trips by Aspen Hill residents are made by driving a car. Six out of seven work trips by Aspen Hill workers are made by driving a car. Two-thirds of the access to Metro in this policy area is by automobile, with most of the rest by feeder bus.

### **Current and Future Policy Area Classifications**

Given these characteristics, Aspen Hill is classed as a Group III Area. With significant improvements in accessibility (especially in the provision of bicycle paths accessing activity centers, shopping centers, and nearby transit stations and in improving pedestrian friendliness of street crossings), provision of more frequent transit services, and traffic demand management measures to boost use of modes other than the automobile, Aspen Hill could become a Group IV Area. Traffic congestion in the area currently exceeds its average LOS standard, so these measures would be needed to reduce traffic congestion rather than solely providing additional staging ceiling capacity. Such measures to boost the non-auto driver mode share and reduce traffic might also permit added development in the Wheaton Metro station area, which is currently restrained by the upstream traffic effects from Aspen Hill activity.

## **BETHESDA/CHEVY CHASE**

### **Coverage and Frequency of Transit**

Bethesda/Chevy Chase has a very good level of transit service coverage, with nearly nine out of ten households within walking distance of transit. This area has a good level of bus service frequency, averaging slightly less than six buses per AM peak hour on the routes in the area. Bethesda/Chevy Chase is served by Metrorail at three stations, with a very good frequency of 40 trains per AM peak hour combined in the two directions at Medical Center, Bethesda, and Friendship Heights.

### **Accessibility to Transit**

Bethesda/Chevy Chase has a good supply of sidewalks but limited bicycle paths and lanes. Outside the CBDs, sidewalks are very narrow along major heavy traffic arterials, reducing the quality of the pedestrian environment. There is a limited number of secure bicycle parking spaces serving transit access between the three rail stations. Policy area residents have access to a moderate supply of park-and-ride spaces which are primarily public spaces in Bethesda parking garages operated by MCDOT as well as private spaces in Bethesda and Friendship Heights.

### **Use of Different Types of Transportation**

Bethesda/Chevy Chase has a relatively wide range of different transportation modes with very good to substantial levels of transit use, walking, and cycling. Roughly seven out of ten work trips both to and from Bethesda/Chevy Chase are made by driving a car. The majority of Metro station access in Bethesda/Chevy Chase is by foot, with feeder buses and automobiles each accounting for about half of the remaining access trips.

### **Current and Future Policy Area Classifications**

Given these characteristics, Bethesda/Chevy Chase is classed as a Group V Area. Modest improvements in accessibility (especially in the provision of bicycle paths accessing activity centers, shopping centers, and nearby transit stations), improvements in bus frequency, and traffic demand management measures to boost use of modes other than the automobile, could help reduce traffic congestion in Bethesda/Chevy Chase. The area is currently below its average LOS standard, so these measures could provide some additional staging ceiling capacity.



## CLOVERLY

### Coverage and Frequency of Transit

Cloverly has a limited level of transit service coverage, with less than half of households within walking distance of transit. This area has a limited frequency of bus service, averaging less than three buses per AM peak hour on the routes in the area. No rail services are located in this area.

### Accessibility to Transit

Accessibility to transit in this policy area is marginal. Few subdivision streets have sidewalks and these are not well connected, as most major roads in the area lack sidewalks. There are a few bikeways in the area, but no secure bicycle parking spaces serving transit access. Policy area residents have access to a limited number of park-and-ride spaces at the Wheaton and Silver Spring Metro stations.

### Use of Different Types of Transportation

Cloverly has marginal levels of transit use, walking, and cycling. Nearly nine out of ten work trips to and from Cloverly are made by driving a car. The vast majority of the Metro users who reside in Cloverly use automobiles for access to transit, particularly to the park-and-ride lots in the Fairland/White Oak area.

### Current and Future Policy Area Classifications

Given these characteristics, Cloverly is classed as a Group II Area. Improvements in accessibility (especially sidewalks and bicycle access to transit), and traffic demand management measures to boost use of modes other than the automobile are needed to reduce traffic congestion in Cloverly, as the area is currently more congested than its average LOS standard. Substantial improvements in these factors could justify Group III status for Cloverly, although the current master plan for this area does not anticipate such a change.

## DAMASCUS

### Coverage and Frequency of Transit

The Damascus area has a moderate level of transit service coverage, with about half of households within walking distance of transit. However, that transit service is marginal in terms of its frequency, averaging less than two buses per AM peak hour on the routes in the area. No rail services are located in this area. Limited frequency MARC service can be reached in Germantown West and a moderate level of Metro service is available in the more distant Shady Grove area.

### Accessibility to Transit

Accessibility to transit in this policy area is marginal. While some subdivision streets have limited sidewalks, these are not well connected, and most major roads in the area lack sidewalks. There are no bikeways in the area or secure bicycle parking spaces serving transit access. Policy area residents have limited access to park-and-ride spaces at the Shady Grove Metro station. The availability of access to that transit station is affected by users from other areas that share this lot.

### Use of Different Types of Transportation

Damascus also has very marginal levels of use of transit, walking, and cycling. Almost nine out of ten work trips to and from Damascus are made by driving a car. About half of the Metro users who reside in Damascus use automobiles for access to transit and the others use feeder buses.

### Current and Future Policy Area Classifications

Given these characteristics, Damascus is classed as a Group II Area. Damascus could become a Group III Area only through substantial improvements in accessibility (especially sidewalks and bicycle access to transit routes), provision of better bus transit services, and traffic demand management measures to boost use of modes other than the automobile. The area currently is more congested than its average LOS standard.

## **DERWOOD/NEEDWOOD**

### **Coverage and Frequency of Transit**

The Derwood/Needwood area has a substantial level of transit service coverage, with about two-thirds of households and three-fourths of jobs within walking distance of transit. This area has a good level of bus service frequency, averaging more than six buses per AM peak hour on the routes in the area. Metrorail service is moderate, with about 20 trains per AM peak hour going to and from the Shady Grove Metro station, which is located in the area. Commuter rail service is also available at Washington Grove within the area and nearby at the Rockville station.

### **Accessibility to Transit**

Accessibility to transit in this policy area is limited in its bus, walk, and bike access. However, the number of parking spaces in the park-and-ride lots and garage at the Shady Grove station is greater than at any other station in the Washington area, and perhaps for any other station on any rapid rail system. However, many of these spaces are used by the entire upcounty area as well as by residents from Frederick, Carroll, and Howard counties. A moderate number of the spaces are probably used by the Derwood/ Needwood residents. While there are sidewalks on many subdivision streets, these are not well connected to the Metro Station, shopping areas, or employment. While a bikeway in the area reaches the Metro station, it does not serve many residential areas. There is a poor number of secure bicycle parking spaces at the Shady Grove Metro station.

### **Use of Different Types of Transportation**

Derwood/Needwood has marginal to limited levels of transit use, walking, and cycling. Almost seven out of eight work trips to and from Derwood/Needwood are made by driving a car. About three quarters of Metro users who reside in this area use automobiles for access to transit, although feeder buses account for a modest share of access as well.

### **Current and Future Policy Area Classifications**

Given these characteristics, Derwood/Needwood is classed as a Group III Area. With significant improvements in accessibility (especially sidewalks and bicycle access to transit), provision of more frequent transit services, and traffic demand management measures to boost use of modes other than the automobile, Derwood/Needwood could become a Group IV Area. The area is currently at its average LOS standard, so these measures could provide staging ceiling capacity while boosting the non-auto driver mode share.

## FAIRLAND/WHITE OAK

### Coverage and Frequency of Transit

The Fairland/White Oak area has a moderate level of transit service coverage, with about three-fourths of households within walking distance of transit. This area has a good level of bus service frequency, averaging about seven buses per AM peak hour on the routes in the area. There is a moderate amount of express bus service which, in conjunction with the several park-and-ride lots, provides moderate coverage to the entire area. Fairland/White Oak is not served by rail, although some residents do use the Silver Spring or Wheaton Metro stations.

### Accessibility to Transit

Policy area residents have access to a extensive supply of park-and-ride spaces at the several park-and-ride lots within the area as well as at the Wheaton and Silver Spring Metro stations in adjacent areas. Fairland/White Oak has a moderate supply of sidewalks, bicycle paths and lanes. However, conditions for crossing major roads are often poor for both pedestrians and cyclists. There are no secure bicycle parking spaces serving transit access.

### Use of Different Types of Transportation

Fairland/White Oak has moderate levels of transit use, walking, and cycling for its residents and limited use by people who work in the area. Five out of six work trips by Fairland/White Oak residents are made by driving a car. Six out of seven work trips by Fairland/White Oak workers are made by driving a car. Almost half of the access to Metro in this policy area is by automobile, with most of the rest by feeder bus.

### Current and Future Policy Area Classifications

Given these characteristics, Fairland/White Oak is classed as a Group III Area. The area has the potential of being classified as a Group IV area with the programming and implementation of sufficient transportation improvements. Key among those would be effective priority treatment for frequent express bus service from the area to and from the Silver Spring Metrorail station as well as a larger number of park-and-ride spaces being conveniently located in the area. Local circulation feeder bus service coupled with improved sidewalk and bikeway access to those transit services would also help as would appropriate traffic demand management measures.

The area currently exceeds its average LOS standard, so these measures would be needed to reduce traffic congestion rather than solely providing additional staging ceiling capacity. Such measures to boost the non-auto driver mode share in Fairland/White Oak might also facilitate somewhat higher staging ceilings in the Wheaton and Silver Spring Metro station areas, which are currently restrained in part by upstream traffic from Fairland/White Oak.

## CITY OF GAITHERSBURG

### Coverage and Frequency of Transit

The City of Gaithersburg has only a moderate level of bus service frequency, averaging less than four buses per AM peak hour on the routes in the area. It has a very good level of transit service coverage, with nearly nine out of ten households within walking distance of transit. In addition, the City of Gaithersburg is served at two stations by three MARC trains in the AM peak hour, and is programmed to receive some additional MARC service in the near future. In an adjacent policy area, frequent Metro rail service, with 20 trains per AM peak hour, is available at the Shady Grove Metro station.

### Accessibility to Transit

Accessibility to transit in this policy area is limited primarily to the automobile. While there is a marginal proportion of sidewalks on some subdivision streets, these are not well connected to the MARC or Metro stations, shopping areas, or employment, and sidewalks are lacking on many major roads in the area. The area appears to have a very good level of bike-ways; however, there is a poor level of secure bicycle parking at transit stations. Policy area residents have access to a very good supply of park-and-ride spaces at the two MARC stations and the Lake Forest Mall Park-and-Ride, as well as some of those at the Shady Grove Metro station.

### Use of Different Types of Transportation

The City of Gaithersburg has limited levels of transit use, walking, and cycling. About five out of six work trips made by Gaithersburg residents are made by driving a car, along with seven out of eight work trips made by workers in Gaithersburg. The majority of Metro users who reside in this area use automobiles for access to transit, although feeder buses account for a moderate share of access as well. Pedestrian and bicycle access to the Metro and MARC are rather poor.

### Current and Future Policy Area Classifications

Given these characteristics, the City of Gaithersburg is classed as a Group III Area. With the extension of a transitway beyond Shady Grove, significant improvements in accessibility to transit, provision of more frequent transit services, and traffic demand management measures to boost use of modes other than the automobile, the City of Gaithersburg could become a Group IV Area. The area is currently at its average LOS standard, so these measures could provide substantial additional staging ceiling capacity while boosting the non-auto driver mode share.

## GERMANTOWN EAST

### Coverage and Frequency of Transit

Germantown East has a limited level of transit service coverage, with less than six out of ten households within walking distance of transit. No rail services are located in this area; however, limited frequency MARC service is available in nearby Germantown West and moderately frequent Metro service is available in the more distant Shady Grove area. Germantown East has a good level of bus service frequency, averaging almost six buses per AM peak hour on the routes in the area.

### Accessibility to Transit

Accessibility to transit in this policy area is limited or marginal. While there is a limited proportion of sidewalks on many subdivision streets, they are not well connected to activity centers, as sidewalks are lacking on most major roads in the area. There are no bikeways in the area or secure bicycle parking available at the nearby Germantown MARC station. Policy area residents have limited access to park-and-ride spaces at the MARC Germantown station and the Shady Grove Metro station, although this access is limited by users from other areas that share these facilities.

### Use of Different Types of Transportation

Germantown East has marginal levels of transit use, walking, and cycling. Almost seven out of eight work trips to and from Germantown are made by driving a car. The vast majority of Metro users who reside in Germantown use automobiles for access to transit, although feeder buses account for a small share of access as well.

### Current and Future Policy Area Classifications

Given these characteristics, Germantown East is classed as a Group II Area. It is anticipated that Germantown East could become a Group III Area only with major improvements in accessibility (especially sidewalks and bicycle access to transit), provision of better transit facilities and services, and such as the master planned transitway, and traffic demand management measures to boost use of modes other than the automobile. The area is currently more congested than its average LOS standard, so these measures would serve primarily to reduce current and anticipated congestion and only modestly to provide additional staging ceiling capacity.

## GERMANTOWN WEST

### Coverage and Frequency of Transit

Germantown West has a moderate level of transit service coverage, with almost three-fourths of households within walking distance of transit. This area has a good level of bus service frequency, averaging more than five buses per AM peak hour on the routes in the area. Rail service frequency is limited to three MARC commuter trains per AM peak hour, although this is expected to be increased when Maryland DOT upgrades the signal system on this rail line next year.

### Accessibility to Transit

Accessibility to transit in this policy area is limited. While there are sidewalks on many subdivision streets, these are not connected to the town center, shopping areas, or the MARC station, as sidewalks are lacking on many major roads in the area. Bikeways in the area are similarly limited and fragmented. There is no secure bicycle parking at the MARC station. Policy area residents have access to a limited number of park-and-ride spaces at the Germantown MARC station.

### Use of Different Types of Transportation

Germantown West has marginal levels of transit use, walking, and cycling. Almost seven out of eight work trips to and from Germantown are made by driving a car. The majority of Metro users who reside in Germantown use automobiles for access to transit, although feeder buses account for a moderate share of access as well.

### Current and Future Policy Area Classifications

Given these characteristics, Germantown West is classed as a Group II Area. With significant improvements in accessibility (especially sidewalks and bicycle access to transit), provision of better transit services, such as the planned transitway, and traffic demand management measures to boost use of modes other than the automobile, Germantown West could become a Group III Area. The area is currently more congested than its LOS standard, so these measures would serve to both mitigate current and anticipated congestion and to provide additional staging ceiling capacity.

## KENSINGTON/WHEATON

### Coverage and Frequency of Transit

Kensington/Wheaton has a good level of transit service coverage, with about five out of six households within walking distance of transit. This area is served by Metrorail at both the Wheaton and Forest Glen stations, which opened in September, 1990. The trains have a frequency of 20 per AM peak hour, plus there are three MARC commuter trains per AM peak hour at the Kensington MARC station. Kensington/Wheaton has a very high level of bus service frequency, averaging more than 12 buses per AM peak hour on the routes in the area.

### Accessibility to Transit

Kensington/Wheaton has a good supply of sidewalks but limited bicycle paths and lanes. Conditions for crossing major roads are often poor for both pedestrians and cyclists. Many sidewalks are very narrow along major heavy traffic arterials, reducing the quality of the pedestrian environment. There is a marginal number of bicycle parking spaces serving transit access. Policy area residents have access to a very extensive supply of park-and-ride spaces at the Forest Glen and Wheaton Metro stations - the programmed garage next to the future Glenmont station and park-and-ride lots at shopping centers in Glenmont and Wheaton.

### Use of Different Types of Transportation

Kensington/Wheaton has a moderate level of transit use, walking, and cycling. About four out of five work trips both to and from Kensington/Wheaton are made by driving a car. Current mode of access rate to the newly-opened Metro stations is not readily available, but there is extensive use of feeder buses, automobiles, and to a lesser extent walking.

### Current and Future Policy Area Classifications

Given these characteristics, Kensington/Wheaton is classed as a Group IV Area. With increased frequency on the Metrorail line, modest improvements in accessibility (especially in the provision of bicycle paths accessing activity centers, shopping centers, and nearby transit stations) and traffic demand management measures to boost use of modes other than the automobile, Kensington/Wheaton could become a Group V Area. The area currently meets its average LOS standard, so these measures would provide additional staging ceiling capacity.



## **MONTGOMERY VILLAGE/AIRPARK**

### **Coverage and Frequency of Transit**

The Montgomery Village/Airpark Policy area has a very good level of transit service coverage, with about nine out of ten households being estimated within walking distance of transit. However, some residents might be outside convenient walking distance due to cul-de-sac streets areas without pedestrian short-cuts. There is no direct rail service in this policy area, although MARC commuter rail and Metro are reachable by car or bus. The Montgomery Village/Airpark area has only a moderate level of bus service frequency, averaging less than four buses per AM peak hour on the routes in the area.

### **Accessibility to Transit**

Accessibility to transit in this policy area is moderate or limited. While there are sidewalks on many subdivision streets, these are often not connected to activity centers, as sidewalks are lacking on many major roads in the area. Bikeways in the area are similarly limited and fragmented. There are very few, if any, secure bicycle parking places available at distant MARC and Metro stations. Policy area residents have access to park-and-ride spaces at Lake Forest Mall,, Gaithersburg MARC, and the Village Center, as well as at the Shady Grove Metro station, although spaces there are moderated by users from other areas who share this lot.

### **Use of Different Types of Transportation**

The Montgomery Village/Airpark area currently has marginal levels of transit use, walking, and cycling. About seven out of eight work trips to and from Montgomery Village/Airpark are made by driving a car. The large majority of Metro users who reside in the Montgomery Village/Airpark area access transit in automobiles, although feeder buses account for a modest share of access as well.

### **Current and Future Policy Area Classifications**

Given these characteristics, Montgomery Village/Airpark is classed as a Group II Area. With significant improvements in accessibility (especially sidewalks and bicycle access to transit), provision of better transit services, frequency, and coverage, and traffic demand management measures to boost use of modes other than the automobile, Montgomery Village/Airpark could become a Group III Area. The area currently exceeds its average LOS standard, so such measures are needed for traffic congestion reduction as well as for additional staging ceiling capacity.

## **NORTH BETHESDA**

### **Coverage and Frequency of Transit**

North Bethesda has a substantial level of transit service coverage, with about nine out of ten households within walking distance of transit. North Bethesda is served by Metrorail at three stations, with a good frequency of 20 trains per AM peak hour at Twinbrook and White Flint, and 40 trains per AM peak hour at the Grosvenor station, plus three MARC commuter trains per AM peak hour at the Garrett Park MARC station. North Bethesda has only a good level of bus service frequency, averaging more than six buses per AM peak hour on the routes in the area.

### **Accessibility to Transit**

North Bethesda has a substantial supply of sidewalks but limited bicycle paths and lanes. Conditions for crossing major roads are often poor for both pedestrians and cyclists. There are pedestrian underpasses at the Grosvenor and White Flint Metro stations. Many sidewalks are very narrow along major heavy traffic arterials, reducing the quality of the pedestrian environment. There are a limited number of secure bicycle parking spaces serving transit access between the four rail stations. Policy area residents have access to a very extensive supply of park-and-ride spaces at several stations as well as at the Mid-Pike Plaza Shopping Center which is on State Highway Administration land.

### **Use of Different Types of Transportation**

North Bethesda has good to moderate levels of transit use, walking, and cycling. More than four out of five work trips both to and from North Bethesda are made by driving a car. Slightly less than half of the access to North Bethesda Metro stations is by automobile, while over one-third is by foot and only five to ten percent of access trips are by feeder bus.

### **Current and Future Policy Area Classifications**

Given these characteristics, North Bethesda is classed as a Group IV Area. Several actions would need to be programmed and implemented to enable North Bethesda to be classified as a Group V area. Foremost among those would be not having as many Metro trains turn back at Grosvenor so as to improve the frequency at White Flint and Twinbrook. That would need to be coupled with very good frequencies of feeder bus service because the parking supply at the stations is already almost fully utilized. Other actions could also include modest improvements in accessibility (especially in the provision of bicycle paths accessing activity centers, shopping centers, and nearby transit stations and in improving pedestrian paths) and traffic demand management measures to boost use of modes other than the automobile.

## NORTH POTOMAC

### Coverage and Frequency of Transit

North Potomac has a marginal level of transit service coverage, with less than two out of ten households within walking distance of transit. No rail services are located in this area. Limited frequency MARC service is available in nearby Gaithersburg and moderately frequent Metro service is available at the more distant Shady Grove station. North Potomac has a marginal level of bus service frequency, averaging less than two buses per AM peak hour on the routes in the area.

### Accessibility to Transit

Accessibility to transit in this policy area is marginal to limited. Many subdivision streets and most major roads in the area lack sidewalks. There are no bikeways in the area or secure bicycle parking spaces serving transit access. Policy area residents have access to park-and-ride spaces at the Shady Grove Metro station, although this access is limited by users from other areas that share this lot.

### Use of Different Types of Transportation

North Potomac has marginal levels of transit use, walking, and cycling. Almost nine out of ten work trips to and from North Potomac are made by driving a car. Most Metro users who reside in North Potomac access transit by automobile.

### Current and Future Policy Area Classifications

Given these characteristics, North Potomac is classed as a Group II Area. North Potomac could become a Group III Area only through substantial changes in transit availability and related factors. The planned transitway through Shady Grove West would be in adjacent policy areas. Improvements in accessibility (especially sidewalks and bicycle access to transit), provision of better transit services giving more coverage and greater frequency, and traffic demand management measures to boost use of modes other than the automobile are needed in this area to reduce traffic congestion. The congestion in the area currently is much more than its average LOS standard.

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## OLNEY

### Coverage and Frequency of Transit

Olney has a moderate level of transit service coverage, with about three-fourths of households within walking distance of transit. No rail services are located in this area. Olney has a good frequency of bus service, averaging more than six buses per AM peak hour on the routes in the area. One of the major bus routes has operated as express service south of Aspen Hill to the Silver Spring, and now the Wheaton Metro stations.

### Accessibility to Transit

Accessibility to transit in this policy area is marginal. While some subdivision streets have sidewalks, these are not well connected, and most major roads in the area lack sidewalks. There are few bikeways in the area and no secure bicycle parking spaces serving transit access. Policy area residents have access to a moderate number of park-and-ride spaces at the Wheaton Metro station and at the Norbeck Road park-and-ride lot.

### Use of Different Types of Transportation

Olney has limited levels of transit use, walking, and cycling. About six out of seven work trips to and from Olney are made by driving a car. The vast majority of the Metro users who reside in Olney use automobiles for access to transit and the others are able to walk to feeder buses.

### Current and Future Policy Area Classifications

Given these characteristics, Olney is classed as a Group II Area. It is possible Olney could become a Group III Area in the future if expanded express bus service in conjunction with a system of park-and-ride lots was programmed beyond Wheaton-Glenmont along with improvements in accessibility (especially sidewalks and bicycle access to transit), and traffic demand management measures to boost use of modes other than the automobile. These measures are needed to reduce traffic congestion in Olney, as the area is currently more congested than its average LOS standard.

## POTOMAC

### Coverage and Frequency of Transit

Potomac has a limited level of transit service coverage with about half of households within walking distance of transit. No rail services are located in this area. Potomac has a limited frequency of bus service, averaging somewhat more than three buses per AM peak hour on the routes in the area.

### Accessibility to Transit

Accessibility to transit in this policy area ranges from limited to good. There is a limited proportion of sidewalks in subdivision streets and most major roads lack sidewalks. There is a good proportion of bikeways in the area with the Tuckerman Lane bikeway connecting to the Grosvenor Metro station which has a marginal amount of secure bicycle parking. Policy area residents have moderate access to park-and-ride spaces at Montgomery Mall and at the Metro stations in North Bethesda. A transit transfer center will open this summer at Montgomery Mall at a site on the property that is very accessible to the activities there.

### Use of Different Types of Transportation

Potomac has marginal to limited levels of transit use, walking, and bicycling. About seven out of eight work trips from this area are made by driving a car while about five of six work trips to the area are by car. The majority of Metro users who reside in Potomac access transit by automobile, although walking to feeder buses accounts for some access as well.

### Current Future Policy Area Classifications

Given these characteristics, Potomac is classed as a Group II Area. Potomac could become a Group III Area only with major changes in transit availability and related factors. A transitway to serve the Montgomery Mall area is under consideration in the updating of the North Bethesda Master Plan. Improvements in accessibility to transit such as sidewalks and bicycle facilities, provision of more coverage of transit routes and more frequent service, and traffic demand management are needed in this area to reduce traffic congestion. This area currently is more congested than its average LOS standard.

## RESEARCH AND DEVELOPMENT (R&D) VILLAGE

### Coverage and Frequency of Transit

The R&D Village has a moderate level of transit service coverage, with more than three-fourths of the households within walking distance of transit. There are currently no rail stations in the R&D Village, although rail services are available nearby at Metropolitan Grove and Shady Grove. R&D Village has a low level of bus service frequency, averaging less than three buses per AM peak hour on the routes in the area.

### Accessibility to Transit

Accessibility to transit in this policy area ranges from marginal to very good. There is a marginal number of sidewalks on a few subdivision streets that are not well connected to employment areas or the MARC station. Sidewalks are available on a number of major roads in the area. There is a very good supply of bikeways in the area, which were implemented in conjunction with various roadway projects. However, these do not connect to transit stations or secure bicycle parking at transit. Policy area residents have moderate access to park-and-ride spaces at the Shady Grove Metro station and the Metropolitan Grove MARC station.

### Use of Different Types of Transportation

R&D Village has marginal levels of transit use, walking, and cycling. About seven out of eight work trips to and from this area are made by driving a car. The majority of Metro users who reside in R&D Village access transit by automobile, although feeder buses account for some access as well.

### Current and Future Policy Area Classifications

Given these characteristics, R&D Village is classed as a Group II Area. With provision of better transit services -- especially the master planned transitway -- significant improvements in accessibility (especially sidewalks and bicycle access to transit), and traffic demand management measures to boost use of modes other than the automobile, R&D Village could become a Group III Area and perhaps even a Group IV area. The area is currently more congested than its average LOS standard, so these measures would serve to both reduce current and anticipated congestion and to provide additional staging ceiling capacity.

## ROCKVILLE

### Coverage and Frequency of Transit

The City of Rockville has a good level of transit service coverage, with about nine out of ten households within walking distance of transit. Metrorail service is moderately frequent, with 20 trains per AM peak hour at the Rockville and Twinbrook Metro stations, complemented by three MARC trains per AM peak hour, which will soon increase somewhat with MDDOT support. Rockville has a very good level of bus service frequency, averaging more than eight buses per AM peak hour on the routes in the area.

### Accessibility to Transit

Rockville has a very good supply of sidewalks and a good provision of bicycle paths and lanes. However, conditions for crossing major roads are often poor for both pedestrians and cyclists and network continuity is a problem, especially for cyclists. A bikeway in the area almost reaches the Metro station, but stops short in an area not well served by sidewalks. There is a marginal amount of secure bicycle parking spaces at the Rockville Metro station. Policy area residents have access to a very good extensive supply of park-and-ride spaces at the Rockville and Twinbrook Metro stations.

### Use of Different Types of Transportation

Rockville has limited to moderate levels of transit use, walking, and cycling. Four out of five work trips by Rockville residents are made by driving a car. Five out of six work trips by Rockville workers are made by driving a car. About two out of five access Metrorail in this policy area by foot, feeder buses, or bicycle.

### Current and Future Policy Area Classifications

Given these characteristics, Rockville is classed as a Group IV Area. With provision of more frequent transit services with greater coverage, significant improvements in accessibility (especially in the network continuity of bicycle paths accessing the town center, shopping centers, and transit stations and in improving pedestrian friendliness of street crossings), and traffic demand management measures to boost use of modes other than the automobile, Rockville could become a Group V Area. The area is currently at its average LOS standard, so these measures could provide additional staging ceiling capacity.

## **SILVER SPRING/TAKOMA PARK**

### **Coverage and Frequency of Transit**

The Silver Spring/Takoma Park Policy Area has a substantial level of transit service coverage, with almost all households within walking distance of transit. The Silver Spring and Takoma Park stations are served by Metrorail with a frequency of 40 trains per AM peak hour, in addition to three MARC commuter trains per AM peak hour at Silver Spring. Silver Spring/Takoma Park has a high level of bus service frequency, averaging almost 13 buses per AM peak hour on the routes in the area.

### **Accessibility to Transit**

Silver Spring has a good supply of sidewalks but limited bicycle paths and lanes. Conditions for crossing major roads are often poor for both pedestrians and cyclists. Outside of the CBDs, sidewalks are very narrow along major heavy traffic arterials. There is a moderate amount of secure bicycle parking spaces serving transit access between the two rail stations. Policy area residents have access to a substantial supply of park-and-ride spaces at the three stations.

### **Use of Different Types of Transportation**

The Silver Spring/Takoma Park Policy Area has very good to substantial levels of transit use, walking, and cycling. Roughly five out of eight work trips by Silver Spring/Takoma Park residents are made by driving a car, while five out of seven work trips by Silver Spring/Takoma Park workers are made by driving a car. The preponderance of Metro station access in Silver Spring is by feeder bus, with pedestrian trips accounting for the majority of the remaining trips. Automobile access plays a lesser role for Silver Spring/Takoma Park residents.

### **Current and Future Policy Area Classifications**

Given these characteristics, Silver Spring/Takoma Park is classed as a Group V Area. Modest improvements in accessibility (especially in the provision of bicycle paths accessing activity centers, shopping centers, and nearby transit stations and in improving pedestrian friendliness of street crossings), and traffic demand management measures to boost use of modes other than the automobile, could help reduce traffic congestion in Silver Spring/Takoma Park. The area is currently less congested than its average LOS standard, so these measures might provide additional staging ceiling capacity.



**Appendix 8:**

**TRAVEL 2 vs. TRAVEL 1  
Transportation Model**

## 8. TRAVEL 2 VERSUS TRAVEL 1 TRANSPORTATION MODEL

For the FY 93 AGP area-wide transportation analysis, Planning staff have used the new TRAVEL Release 2 transportation planning model, rather than the TRAVEL Release 1.1 transportation planning model that was used for the FY 92 AGP. TRAVEL 2 has a number of important new features that make it more sensitive than TRAVEL 1.1 to a number of key areas of concern related to measuring the balance between transportation and land use in Montgomery County.

The TRAVEL 2 model has been developed using the most recently available observed data on travel behavior in Montgomery County and the greater Washington, DC, region. While TRAVEL 1.1 had been calibrated on a variety of data collected between 1968 and 1987, it relied heavily on 1980 U.S. Census data on the journey to work. However, available evidence shows that in the past decade or two, people's travel patterns have changed in response to decreasing household sizes, a rise in the number of single parent households, progressive aging of the population, and significant increases in auto ownership and the share of women in the work force. TRAVEL 2 has relied on the most current data sets available to ascertain the relationships influencing travel behavior -- a large 1987/88 Metropolitan Washington Council of Governments household travel survey, 1989 traffic counts, M-NCPPC trip generation studies from the late 1980s, and a 1989 M-NCPPC Speed and Delay Study.

TRAVEL 2 incorporates the entire Washington and Baltimore Metropolitan areas for the first time in its simulation framework, unlike the model used in earlier AGP exercises, which included only the Washington area, without Frederick and Howard Counties. TRAVEL 2 is thus able to offer improved confidence in traffic forecasts at Montgomery County's northern boundary.

TRAVEL 1 model did not take account of the demographic changes caused by the aging of population and changes in the composition of dwelling unit types (single family or multiple family). In contrast, TRAVEL 2 responds to the aging of population and accounts for the different trip generation characteristics of single family and multiple family housing and of smaller and larger households. The introduction of these elements makes the new procedure more sensitive to demographic changes and also enhances confidence in travel forecasts.

Another important difference between the two models is in the definition of trip purposes. Work trips during PM peak period often involve stops on the way to home for various errands -- eating, visiting friends, shopping. The need to stop on the way influences mode selection, route selection, and trip distance. The need to pick-up or drop-off children, for example, often motivates people to drive rather than take transit to work. TRAVEL 2 accounts for the fact that people make many more stops on the work trip during PM peak hour as compared with AM peak hour, providing a better representation of actual behavior.

TRAVEL 2 provides for the first time a PM peak hour traffic model. Estimating PM rather than AM peak hour traffic gives the model greater sensitivity to traffic problems in areas with extensive retail activity. In past years, the TRAVEL 1 model was used to estimate daily person trip volumes. The daily trips were factored, based on an understanding of the relationship between land use and travel, to obtain AM peak hour volumes. The TRAVEL 2 model, in contrast, estimates peak period travel volumes (3:30 to 6:30 PM) which are factored to peak hour based on observed travel behavior.

Use of the new model depicting road conditions during PM peak hour provides an opportunity to address some public policy choices not being considered in the present framework. The extent of road congestion resulting from retail activity can be ascertained by observing PM peak hour traffic as most shopping centers open well-after AM peak hour. In addition, AM peak hour traffic is somewhat less congested than PM peak hour traffic in many parts of Montgomery County. As a result, the traffic conditions during PM peak hour provide a more appropriate assessment of the maximum level of households and employment growth desirable within different subareas of the county.

Intersection improvements can be represented explicitly in TRAVEL 2, unlike the earlier TRAVEL 1.1 model. Thus, for the FY 93 AGP, planning staff were able to distinguish intersections from roadways for many but not all intersections in the definition of the transportation network and network improvements. As a result, delay caused at an intersection because of cross traffic can be isolated from delay caused due to congestion on the roads. The analysis can therefore often better represent intersection improvements. This improved sensitivity to intersection characteristics is especially very useful in understanding traffic conditions during PM peak hour as afternoon trips tend to be shorter, resulting in greater delay at intersections.

TRAVEL 2 adjusts peak hour travel demand in response to changes in traffic congestion. In a far more inter-related fashion than TRAVEL 1.1, the new model accounts for the effect of congestion on when trips are made, what modes are chosen, and the locations to which people are willing or interested in traveling as they fulfill their daily activity needs. It is a common experience that as a particular route on the journey-to-work gets congested, commuters start exploring alternate less congested ways to reach their respective destinations, they decide to leave work or home a few minutes earlier or later to avoid congestion, or they change from driving alone to car pooling, if HOV lanes are being considered. TRAVEL 2 is somewhat more sensitive to these effects than TRAVEL 1.1, which accounted for these in a cruder and less consistent fashion.

## Performance of the New Transportation Model

TRAVEL 2 has been calibrated and validated on a number of different observed data sets to produce a very good simulation of the complex reality of the land use/transportation system. The model performs well at replicating the observed PM peak hour traffic volumes on major roads, while giving on average a quite reasonable replication of traffic volumes on smaller roads.

In general, the smaller the element being measured in this and other traffic forecasting systems, the greater the potential variation between the simulated and observed values. For the AGP, the key factor is the simulated total average level of service in the peak hour on all the roads in different policy areas, which is a highly aggregate measure. The typical difference between simulated and observed values for this measure in the PM peak hour TRAVEL 2 model is less than 5 percent for large policy areas and less than 10 percent for smaller policy areas. These differences are taken into account when interpreting output from the model. This is comparable to the performance of the TRAVEL 1.1 model. TRAVEL 2 simulations also provide a good match with traffic speed and delay surveys and overall traffic patterns in 1989. The development and calibration of the TRAVEL 2 model has been reviewed by the Montgomery County Transportation Modeling Technical Advisory Committee over the past year.

Because TRAVEL 2 is simulating the PM rather than the AM peak hour, it produces different estimates of current and future traffic congestion than the TRAVEL 1.1 AM peak hour model. As in past years, Planning staff have accounted for these differences and variance between base year simulated and observed traffic patterns in interpreting model outputs for the FY 93 AGP analysis and evaluation of recommended staging ceilings.

It is important to understand that the TRAVEL model does not by itself set the area-wide staging ceilings, but is instead used as a tool by Planning staff to evaluate differences between the current adopted AGP ceilings, potential future ceilings, and current and anticipated transportation facilities and services. Substantial planning judgment and a number of complex decision rules are required to interpret model outputs to evaluate the adequacy of transportation facilities for different job and housing patterns and distributions and thus to develop staging ceiling recommendations.

# Credits

## CONTRIBUTING STAFF

Robert Marriott.....Planning Director  
Charles Loehr.....Deputy Planning Director  
Robert Winick.....Chief, Transportation Planning Division  
Drew Dedrick.....Chief, Research & Information Systems Division  
Michael Replogle....Coordinator, Transportation Planning Division  
Bud Liem.....Coordinator, Transportation Planning Division  
Ajay Kumar.....Planner, Transportation Planning Division  
David Levinson.....Planner, Transportation Planning Division  
Wayne Koempel....Planner, Research & Information Systems Division

Ed Axler  
William Berryhill  
Charles Coleman  
Carol Dickey  
Bonnie Eaton  
Dave Fugitt  
Mary Goodman  
Brandt Hare  
Alex Hekimian  
Bob Hnat

Ivy Leung  
Yetta McDaniel  
Linda Miller  
Fred Peacock  
Walter Robinson  
Sheila Sampson  
Marie Steingrebe  
Beverly White  
Kathy Woodworth

